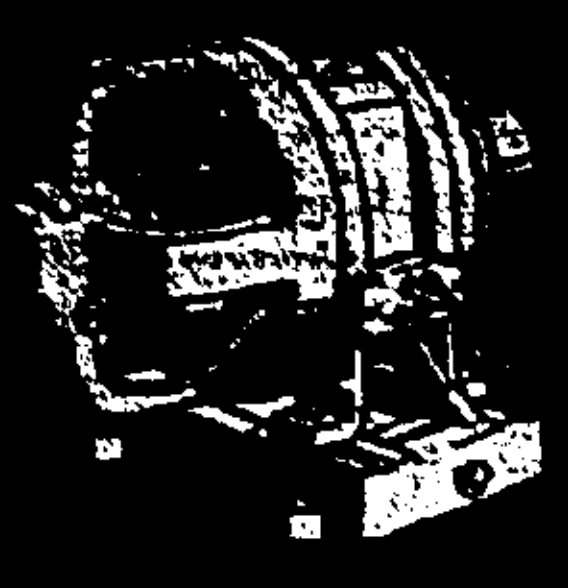




Hongkong Telegraph

(ESTABLISHED 1881)

18952 六拜禮 號七廿月九年亥癸

SATURDAY, SEPTEMBER 27, 1919.

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EARLIER TELEGRAMS.

RAILWAY STRIKE THREATENED.

London, Sept. 24.
Labour correspondents consider that Mr. Thomas's warning of railway trouble should not be taken too seriously. They point out that the already protracted negotiations with the Railway Executive have still two months to run and, with Government help, it is practically certain a settlement will be reached. Mr. Thomas's warning is regarded as addressed particularly to labour extremists who are trying to force a strike. At Bromley the Secretary of the Locomotive Engineers said last night that he was unaware of any crisis.

Mr. J. H. Thomas announces that an ultimatum has been presented to the Government on the railway crisis, which will expire at noon to-morrow.

The reassuring statements in this morning's newspapers regarding the railway situation did not prepare the public for to-day's railwaymen's ultimatum to the Government. The dispute centres round the Government's proposed scheme of standardising wages, whereunder, according to the railwaymen's executive, some grades of railwaymen will suffer reduction up to fourteen shillings weekly. The National Union of Railwaymen to-day refused the Government's offer and informed the Ministry of Transport that in the event of a further offer not being received by noon on Thursday it would call a strike.

There have been prolonged negotiations on the subject of standardisation, which is enormously difficult owing to the fact that there are 123 grades of different variety. Mr. Thomas declares the Government agreed that standardisation should be upward and the settlement with the locomotive men incorporates this; but the proposals for the other grades do not. Apparently the offer referred to above means the Government's standardisation proposals.

Sir Eric Geddes has conferred with the Premier at Downing Street.

Shortly after the publication of the ultimatum the Government issued a reply that the action of the railwaymen's executive in delivering the ultimatum on the very day on which the powers of the Board of Trade were transferred to the Ministry of Transport appears quite unjustified. The advance in wages applies to the whole railway staff and would involve the Companies in an estimated additional permanent expenditure of over £45,000,000 annually, compared with pre-war costs, and this does not include any portion of the war wage, which might be continued under the agreement of last March. If the Companies were worked on a commercial basis, this increase could only be met by a very substantial increase of goods and passenger rates. It is estimated that the other concessions already granted will cost another £30,000,000 annually, making £75,000,000 permanent annual increase on the pre-war pay-bill of £47,000,000. The passenger rates have already advanced fifty per cent. in the case of ordinary bookings, and this might have to be extended to all passenger fares. It was certain that in order to meet the increased pay, goods rates would have to be substantially advanced, probably by over fifty per cent. Such increase must naturally be borne by the community and the country's export trade.

The Government's statement concludes pointing out that under the existing agreement between the Government and the National Union of Railwaymen, no man can be worse off than he is to-day till the end of December.

Despite the Government statement, Mr. Thomas announces to-night that the National Union of Railwaymen unanimously decided to strike as from noon on 26th Sept. unless a new offer is received from the Government.

The Cabinet sat nearly three hours this afternoon and discussed the railway position for over an hour. After the Cabinet meeting the Government communicated with the National Union of Railwaymen pointing out that misunderstanding apparently existed with regard to the continuance of the war wage. Sir W. Marwood, representing the Ministry of Transport, stated that this communication would provide the basis for reopening negotiations if the Union Executive was willing. The outlook therefore is more hopeful.

THE U. S. STEEL STRIKES.

New York, Sept. 24.
There was ugly rioting at Newcastle, Pittsburg, Buffalo, and elsewhere yesterday evening owing to the steelworkers' strike. There were considerable casualties. The police there were reinforced, and New York State troops are being sent to Buffalo to preserve order at the Lackawanna plant. The first agreement between the employers and the strikers, occurred at Martin's Ferry, Ohio. It is still impossible to ascertain the full scope of the strike, and undoubtedly labour has gained ground in the western centres; but it is stated that the strikers have made little headway in the eastern sections.

Washington, Sept. 24.
The Senate Labour Committee has decided to investigate the charges that L. W. W. propaganda has been concerned in the strike.

THE PEACE TREATY.

Washington, Sept. 24.
The Senate has adopted, by 43 votes to 40, the motion of Senator Lodge postponing the consideration of the Republican amendment to the Peace Treaty to Sept. 30. The vote is considered the first test of strength between the opposing parties.

FRANCE PRAISES BRITISH COLONIES.

Paris, Sept. 24.
In the Chamber, during the course of a discussion on the Peace Treaty, M. Pichon upheld the right of the British Dominions to membership in the League of Nations. He declared that France had no colony comparable with the British Dominions, which raised nearly three million men in the war.

EARLIER TELEGRAMS.

CLEARING THE MINELANDS.

London, Sept. 24.
The official announcement that the mine clearance service will cease at the end of November gives little indication of the immense amount of dangerous labour involved in sweeping up the minefields in the neighbourhood of the British Isles within a year of the armistice. All that now remains is the removal of remnants of the huge minefield between the Shetlands and Norway and the remaining German mines off Heligoland Bight. Although an entire clearance of all mines laid is not claimed, sufficient routes for normal sea traffic are guaranteed. The task involved a close search of forty thousand square miles and a large proportion of the areas had to be covered twice and sometimes thrice. A very large per centage of the work was allotted to Great Britain, hence the Mine Clearance Service was inaugurated.

To the end of August 18,000 British and German mines were accounted for in home waters and 3,500 in the Mediterranean. Of 33,000 British mines laid in southern waters mostly early in the war, it was found that only a very small proportion remained. The men worked with the finest spirit. Three minesweeping vessels were lost at home and two in the Mediterranean during the progress of the work. On the other hand only six merchant vessels were lost through striking mines since November 1918. The work of clearing the waters allotted to Great Britain has now reached a stage when it is possible to fix a date for its termination, namely Sept. 30th for home waters and Nov. 30th for the Mediterranean. Other places abroad are already clear. There will still be the same danger from drifting mines as long as large minefields exist in the German area.

COMING FRENCH ELECTIONS.

Paris, Sept. 24.
The National Convention of the Radical and Radical-Socialist parties has agreed on its programme for the coming elections, the main points being the maintenance of the parliamentary republic, equality of all children in the matter of education, the maintenance of social laws with that view, equitable collaboration between capital and labor, reduction of military service. No adherents of the new Democracy Party or of the United Socialists are to figure on the same lists with the candidates of the Radical Party.—Havas.

GENERAL DENKIN'S SUCCESSES.

Paris, Sept. 24.
Reports received in Paris indicate that forces of Bolsheviks from Russia have been driven along the line of advance of the Russian-Polish troops. Important towns have fallen into the hands of the anti-Bolshevik forces. The advance of the Polish troops in the neighbourhood of the Dnieper spread panic in the Bolshevik ranks. Admiral Kolchak continues to advance on all parts of his front.—Havas.

ITALIAN MUTINEERS.

Belgrade, Sept. 24.
An official message from Spalato says an Italian detachment with armoured cars crossed the line of demarcation and entered Trogli despite the resistance of a few Jugo Slav soldiers. Serbian troops have gone to meet the Italians. Two American warships have left Spalato for Trogli. It is stated the Italian Admiral Millo has informed the American commander that the detachment consisted of mutineers.

DEFENCE OF FRANCE.

Paris, Sept. 24.
A favourable impression was created in Paris circles by the announcement that the American Senate Committee had submitted an unanimous report on the Franco-American Treaty, the United States agreeing to come to the defence of France in case of another menace of German aggression.—Havas.

FOREIGN EXCHANGE.

Paris, Sept. 24.
French financiers express the opinion that foreign exchange rests with the United States and the attitude of American bankers, the real solution of the problem being an extension of long time credits by American banking firms, and the exact amount of credit should be approximating ten billion dollars.—Havas.

THE PRINCE'S TOUR.

Victoria, B.C., Sept. 24.
The Prince of Wales, travelling on a Canadian Railway's steamer, was received by a flotilla of motor boats at the entrance to the harbour. There was a huge, cheering crowd on the pier.

BRITISH CRUISER LAUNCHED.

London, Sept. 24.
The light cruiser Despatch has been successfully launched.

STOP PRESS TELEGRAMS.

GOLD FOR THE FAR EAST.

New York, September 26.
Gold to the value of \$520,000 has been appropriated for shipment to the far East.

TO-DAY'S CHINESE TELEGRAMS.

THE INTERNAL PEACE PROBLEM.

Peking, Sept. 26.
Although there may be some change in the Chinese Peace Conference in Shanghai will not be affected. The report that war will be resumed between the North and South is unfounded.

LIANG SHIH-YEE.

Peking, September 27.
Liang Shih-ye has decided to leave Peking on 26th, and will stay in Shanghai a few days before returning to Hongkong.

CABINET DIFFICULTY.

Peking, September 27.
Kan Wan-pang's Cabinet is now strongly supported by the M. P. but owing to the financial difficulty it is difficult for Kan to carry on.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

FLOODS IN IPOH.

Singapore, Sept. 26.
Floods have arisen in Ipoh. The loss is estimated at \$100,000.

FIRST BELGIAN SHIP.

Singapore, Sept. 26.
The first Belgian ship to enter the port since the outbreak of war, the Sierra Modie, has arrived in port.

STRAITS SHIPPING CASE.

Singapore, Sept. 26.
Judgment has been reserved in the case Totomi Maru v. Nam Vian.

EX-GERMAN STEAMER.

Singapore, Sept. 26.
The ex-German steamer Emden, taken over at Sabang, will come to Singapore to discharge her cargo and go to dry dock.

MARINE COURT.

ASSAULT ON THE HIGH SEAS.

In the Marine Court, this morning, before Captain Basil Tylour, R.N., O. Hain, third officer of the s.s. Standard Arrow, charged Seaman J. Banie with unlawful assault, on the high seas, he being a certificated officer on board the steamer.

Complainant stated that accused came on the bridge. He ordered him away, whereupon, accused used an insulting term and struck complainant on the mouth. Complainant grappled with the accused and held him down on the deck. Meanwhile, the pilot went to call the Captain who put the accused in irons. Whilst under arrest the accused attempted to strike complainant with his irons. Asked by accused if he knew what he came on the bridge for witness said he did not know.

Accused stated the witness did not give him a hearing, and he was condemned without being heard. C. Henwel said he was at the wheel at the time said he saw the pilot run off the bridge and the third officer holding the accused down. He saw no assault committed. He would not stand in the Court and tell lies; it would do him no good. He did not shout out when the accused struck complainant. He did not see it.

Accused stated he cut his foot by treading on a broken bottle and thought the best thing to do was to go to the Captain to get some antiseptic. He thought he saw the Captain on the bridge. He was very drunk at the time. He was going on the bridge when the complainant "stood" him away. He was drunk and did not know what he was doing.

The master of the vessel said he had no complaint to make with regard to the conduct of accused previously.

U.S. NAVAL COMMAND.

ADMIRAL GLEAVES APPOINTED TO FAR EAST.

We learn that Admiral Gleaves of the U.S. Navy, will arrive in Hongkong early in October and will assume command of the U.S. Fleet in the Far East. He will proceed to Manila, on board the U.S.S. South Dakota, and will there formally take over charge from vice-Admiral Rodgers afterwards proceeding to Hongkong.

Admiral Gleaves was in charge of the U.S. Transport Department during the war, and it was due to his work in connection with that Department that he was raised to the rank of Admiral. He is a native of Nashville, Tennessee, and commanded the torpedo boat Cushing during the Spanish-American War. Whilst in command of the U.S.S. Dolphin, Admiral Gleaves discovered the greatest depth in the North Atlantic Ocean. He holds the Cross and Diploma of the Legion of Honour.

Captain Tylour said the whole thing appeared to be due to drink.

In passing sentence, the Marine Magistrate said that these sort of things could not be done with impunity. The accused, first of all, tried to go on the bridge without permission, and then put himself completely "out of court" by striking the officer in charge of the ship. Accused would go to jail, with hard labour for twelve weeks.

The Master of the Standard Arrow stated that the accused had been paid off and had no further wages to draw.

The Marine Magistrate said he understood that the Standard Oil Company would pay the legal charges.

TODAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s 7 1/2d.

"OLD MOORE"

FORECASTS FOR NEXT YEAR.

Dear "Old Moore," hitching up his nether garments and getting his soles well under his arm, is easily first in the race of the 1920 prophets. The old man is as virile as ever; and as for coming calamity, he has passed the top of prophecy on hill so that he can now make out plans. "You want to know when it will be wet again, enough to plant spring wheat, when under mourning dress to sell shoes in a bone factory—and so on get the one and only Vox Stellarum." "But," edition. The first thing that faces you is a picture of gentleman like the ancient mariner with an "what-ness of some such fowl, round his neck, like having a rotten turn on earth, and when he looks round he will see a skeleton disguised as an admiral's complete with telescope, creeping up behind him, and an equally nasty ghost, with a barrister's wig on emerging, like Venus, from the sea. Consult the marginal notes, fore and you discover that this represents Germany next January. In the month of February we must drop that dirty opium habit. There is a picture of a Chinaman slyly inviting veiled women into a den with a sort of pawnbroker's sign of three skulls rampant over two empty parrot cages. In the margin is a warning against doing with the remark: "The havoc wrought amongst women will be incredible—as we can see by the picture." A most alarming picture heads April's doings. Three ladies in hunting kit sit backwards on three horses "cabs, for the use of" as the Q.M.S. would describe them. They beat drums. This indicates "A great advancement by women in all professions and trades where brains are an essential element." Plunging into midsummer, we see that August's heading includes a happy shepherd playing his pipes and leading a tiger. "So long as he continues to produce music," we learn, "he will have nothing to fear from his feline friends. This is a just reminder of the wonderful patience of the long-suffering taxpayer." Now that one looks at it the tiger is rather like the man from the gas company. Let us pass over an autumn crowded with events and wind up with the cheerful farewell: "Old Moore trusts his patrons will not be counting upon the good old days of peace and plenty." The prophet predicts many rude shocks, not only in October, but throughout the whole of the never to be forgotten year 1920. Now smile if you can.—Exchange.

DAY BY DAY.

We are informed that the rice allowance granted by the Hongkong Government to the junior subordinate service will be further reduced from \$1.50 per month to 50 cents, effective from October 3.

The Sanitary Board meets on Tuesday. The Orders of the Day include a minute by the Head of Sanitary Department recommending that Inspector G. G. Gibson be authorised to enter premises and inspect and seize unwholesome food in accordance with section 85 of the Public Health and Building Ordinance; and a letter in connection with the outbreak of gastro-enteritis.

DON'T FORGET.

TO-DAY.
Coronet Theatre—8.15 and 9.15 p.m.
Victoria Theatre—8.15 p.m.
TO-MORROW.
Coronet Theatre—8.15 and 9.15 p.m.
Victoria Theatre—8.15 p.m.

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FOLLY OF "CANNY"

MR. CLYNES'S WARNING TO LABOUR.

At the summer convention of employers and employed in connection with the Industrial League at Birmingham recently a paper was read by Mr. J. R. Clynes, M.P., on "Labour in its Relation to Industry." Mr. Clynes dealt with many of the difficulties that have always stood in the way of complete amicable relationship between employers and employed, and referred to the healthy development of joint organizations and conciliatory methods in industries.

There was, however, he continued, no one remedy for industrial troubles. The causes were many, and the cure would have to be attempted by several lines of effort. A great deal of the labour unrest sprang from a natural and growing desire on the part of the wage-earner to find a more effective place than he had had before in the industrial system. The working class had come back now that the war was over to the same social conditions, but with a mind determined not to endure them. This fact underlay many of the manifestations of discontent, which would grow in force until effective action was taken to meet a frame of mind which the war had produced.

The sooner both employers and employed recognise that they should jointly exploit industry for the benefit not of one side, but of both sides, the better it would be for both. We could not hope to keep our place in the markets of the world as a great manufacturing and exporting country by encouraging any system of under-production. Production might for the time being suffer some curtailment by reduced hours of labour, but output ought not to be lessened by any other means, and output could be greatly increased by improved systems of production, reorganization, the use of the best appliances, by good time-keeping, and by the removal of any old-time method which might have hindered production in the past. But increased output must mean not only increased commercial prosperity, or increased profits; it must mean an increased standard of social life for the worker.

LESSENED OUTPUT AND UNEMPLOYMENT.

The workers could make no more grave mistake than to encourage under-production. Scarcity of commodities was the opportunity of the profiteer. Scarcity might cause some little inconvenience to the rich, but it could cause real and continued privation to the masses of people whose purchasing power was limited. Some forms of profiteering could be punished by the law, but workmen who deliberately restricted output, or who failed to accept any form of industrial development which could make their labour more productive, were punishing themselves and their class without knowing it. If profiteering was conscious pilfering, a canny was an ignorant act which deprived many people of their real needs. It inflicted no loss upon the favoured class, which, wherever it was practised, it might be designed to punish. It was a sentence passed upon the innocent by those who might not know they were guilty of a wrong. Lessened production meant the greater prospect of unemployment. It impeded our recovery from the industrial dislocation which the war inevitably caused. It kept up prices, and lowered nothing but the workman's standard of existence. It was in the highest degree harmful to the general public interest, but in a special degree under-production was the enemy of the masses whose pressing needs required more abundant supply of all form of materials for house-building, for food production, the manufacture of every kind of house requisite, clothing, and the common daily needs of existence.

One serious obstacle to legitimate trading and enterprise could be found in that form of indefensible speculation which, when indulged in at a time of scarcity, added enormously to the cost of articles whilst adding nothing to their value. The speculator in raw materials for food and other commodities, or even in finished articles ready for consumption, should have no place in an age when employers appealed to the workers to increase production and to Parliament not to let them alone. They must turn the speculator into a producer.

In the main, workmen saw that there was grave danger in Labour reaching the stage when, to the public mind, Labour symbolized strikes and disturbances. The strike weapon was the necessary authority for effective action which workmen must ever retain, but its reckless or indiscriminate use could never be to the permanent advantage of the labouring classes. The administration of Trade Unions would certainly not be improved by undermining the authority of experienced leaders. One thing must be assured. Agreements must be kept, and a bargain once made must be honoured. The pledged word of a leader should be a bond for those who had elected to follow him. (Cheers.) Not only the Government, but all of them had now the greatest opportunity in modern times, and unless they gave a ready and sincere sanction to proposals for genuine reconstruction and industrial peace it would strengthen the hands of those who appealed to force and who would destroy their representative institutions. He relied upon the statesmanship of Labour, which was now being tested and upon the reputed common sense of the people to prevent a destruction from which they would be the last to recover and which would leave their trade in a state of ruin.

FOLLY OF DIRECT ACTION.

Mr. Clynes, in reply to a vote of thanks, said that it seemed to him that either they must restrict the incoming of goods produced under evil conditions, or seek to internationalize the industrial and economic conditions of the globe. To his mind what was called direct action was the most indirect and roundabout way of getting anything done. It would always ensure a very good row. In the rows of the past most of the heads that had been cracked were working men's heads, and most of the blood spilt was working-class blood. Therefore he urged the working classes zealously to confine themselves to constitutional action. After there had been a row they generally found themselves in a worse position than when the row started.

Mr. G. N. Barnes, M.P., who was to have presided, sent a letter of apology for his absence, in which he said that extremists just now might ruin labour in its present enfeebled condition on to the rocks, although he was glad to know the most recent indications were that common sense was once more beginning to take control. But what we wanted was growing cooperation and good will among all who would do their bit towards getting post-war prosperity. That depended upon co-operation between the different classes connected with the increased production of goods, which was so necessary to bring prices down and get peace in the industrial world.

Mr. H. G. Williams, M.Sc.M. Eng., A.M.I.C.E., speaking on "Distribution of the National Income," said that the nation was now faced with an increased burden of £700,000,000, which meant that the real cost of living was increased production, would be 15 per cent. more than it was to-day.

Mr. Neville Chamberlain, M.P., speaking at a shop stewards' dinner last night, said that during the last few weeks he had heard some very ugly words used—economic disaster, hunger, unemployment, ruin, and national bankruptcy. It had always been a characteristic of Englishmen that they rose to meet a danger when they saw it. Sooner or later the cost of living was going to come down. Were wages going to come down with it or were they going to remain where they were to-day? That depended upon the production of this country. He spoke for all employers when he said they did not desire to see wages lowered.

SIR EDWARD CARSON AND SIR JOHN FENWICK.

A FALSE ANALOGY.

Mr. Bonar Law in his speech in the House of Commons in opposition to Mr. Clynes's motion for the adjournment for the purpose of calling attention to the attitude of the Government in relation to Sir Edward Carson's speech in Belfast on the 12th July was betrayed into an analogy manifestly false in reference to a memorable incident in Parliamentary history. The error into which Mr. Bonar Law fell was allowed to pass without correction. Mr. Bonar Law in his contention that the Government have been advised by the Law Officers of the Crown that Sir Edward Carson's speech did not constitute a legal offence, were justified in not "creating a legal offence or punishing it," referred to the case of Sir John Fenwick, to which the case of Sir Edward Carson had no similarity whatever.

"I do really," said Mr. Bonar Law, "ask my right hon. friend (Mr. Clynes), who has made a good deal of study of history, is there any blot upon the history of Parliament that is more constantly pointed out than the condemnation of Sir John Fenwick by passing a retrospective Act of Parliament punishing him for something which was not alleged at the time?"

Mr. J. G. Swift, MacNeill in a letter to the Times draws attention to the fact that the attainder of Sir John Fenwick in 1696 was not for any act not illegal retrospectively "created an offence," but for high treason, the greatest crime known to the law, of which his guilt was undoubted. Two witnesses, required by a statute passed in 1695, in a charge of high treason had deposed before a grand jury to Fenwick's share in the scheme of an invasion of England in the Jacobite interests. Sir John Fenwick's wife (Lady Mary Fenwick) subsequently prevailed on one of these witnesses to quit the kingdom, and thus it became impossible to procure a conviction in the course of law. A special Act of the Legislature was passed, by which Fenwick suffered the penalties of high treason. It did not, like some other Acts of Attainder, inflict a punishment beyond the offence, but supplied the deficiency of legal evidence. It was sustained by the production of the missing witness's examination before the Privy Council and by the evidences of two grand juries as to the deposition he had made on oath before them and on which they found the bill of indictment. It was also shown that the missing witness had been tampered with by Lady Mary Fenwick to leave the kingdom (see Hallam's "Constitutional History of England," 14, pp. 131-132).

Mr. MacNeill adds: "I once, many years ago, lighted on a significant indication of the horror with which Sir John Fenwick's crime was regarded. In York Minster I took the trouble of reading a long and elaborate Latin inscription on a monument erected to the memory of Lady Mary Fenwick, in which there is no reference whatever to her husband. I mentioned the circumstance to Sir George Trevelyan, who told me that he, too, had read the inscription and had discovered the strange omission. No two cases were ever less connected than the crime of Sir John Fenwick and Sir Edward Carson. That an analogy in an appeal to Parliamentary history should be drawn between them in the House of Commons without refutation is to me inexplicable."

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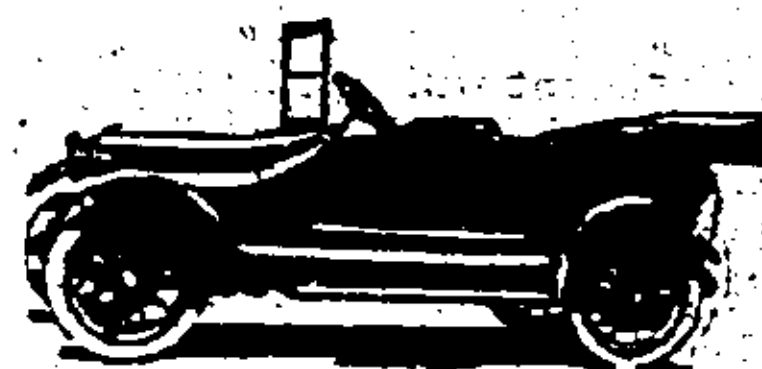
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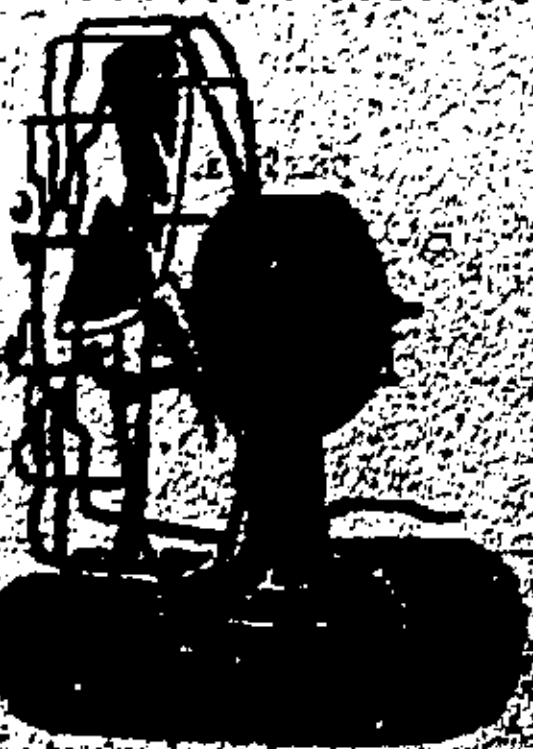
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WHY NOT GENEVA?

The *Daily Chronicle* special
correspondent, G. H. Ferris, writes
from Geneva the following:—

Where will the Executive of the
League of Nations be housed?
There is much more in this ques-
tion than the choice between one
site and another, between a suburb
of Brussels and a little paradise
on Lake Lemman. Above all, it is a
choice of moral and political
atmosphere.

The matter is not yet settled—
cannot be yet formally settled,
because Switzerland has not yet
formally decided her own future,
whether it shall be inside or out-
side the great Covenant of Paris
—and it is, therefore, not too late
to ask in which direction lie the
true interests of the League itself,
as the organ of the world's will-
to-peace.

The Geneva site lies about
eight miles outside the city,
between the villages of Genthod
and Versoix, and between the
north bank of the lake and the
French frontier. It includes the
chateaux of M. de Saussure, dat-
ing from 1723, and M. de Pour-
tales, from 1750, another large
house called the Chateau Rouge,
and lesser buildings with
five or six square miles of
grounds.

The lakeside is eminently suit-
able for the establishment of all
aviation and wireless stations; the
lake and the city of Geneva, situated
near the centre of Europe, offers
many advantages for other
means of communication. Look-
ing backward, over soft wooded
slopes, stippled with yellow corn-
fields and the red roofs of chalets,
to the Jura, and over the blue
water to the snow-crowned giants
of the Mont Blanc range, I cannot
but feel that here, incomparably,
the peacekeepers might find a
steady inspiration.

Tradition counts for something,
too. Geneva is not only a hearth-
stone of ancient Protestant thought;
it is the birthplace of the Red Cross
and organised aid for prisoners of
war, and the seat of the first
great trial of international
arbitration. We belligerents have
not always fully appreciated the
immense effort of charity made
during the war by the Swiss
people, especially for interned
and wounded prisoners. And if
a real, vitalising peace is now to
be sought, the growth of the
process of arbitration, albeit with
new sanctions, must be resumed.

In the quaint old buildings of
the State and Municipality of
Geneva, State Chancellor Bret-
scher was good enough to show
me a range of rooms
that might serve for com-
mittee meetings of the League.
They include the famous hall
where the Geneva Red Cross
Convention of 1864 was negoti-
ated, and where the Alabama
Arbitration in 1872 removed the
last danger of conflict between
England and America—doubly
sacred ground. Several smaller
chambers looking upon a sunny
terrace contain notable portraits,
including one of Queen Anne, by
Kneller, given by her to the Re-
public of Geneva in 1710.

There is no doubt that State,
municipality and people would do
everything possible to make their
hospitality worthy of the vast
task the League has before it.

In turn, the League would
react upon the mind of the
Swiss people. I have said
that they have not yet voted their
adhesion. There is little doubt
that they will do so, for the
Federal Council has given a clear
lead in this sense, and writers
like Professor Rappard and M.
Schultheiss have shown beyond
mistake that the Confederation
has practically no choice.

Whether from the military or
the economic point of view, the
outlook of Switzerland, which
already presents difficulties
enough, would be greatly worsen-
ed if she refused her place at the
new council board of nations, in a
mistaken fidelity to the sort of
neutrality she has hitherto
enjoyed.

It is not by the will of the
Allies that complete neutrality
has become impossible; it is by
their will that a new, larger, and
more positive method of protec-
tion for small peoples has been
brought into operation. The
Swiss have suffered by the war-
let them think of Belgium and be
thankful.

I shall not enter upon the dis-
cussions of the question which
they have been carrying on, for
fear of failing to do justice to the
great body of opinion which has
always appreciated, and in all
legitimate ways supported, the
effort of the Allies. The German-
speaking cantons are ingeniously
critical and obstructive; but the
clear-sighted and firm
organisations will probably refuse
to send delegates to the first
Labour Conference under the
Gompers-Barnes Convention, to
be held in Washington next Octo-
ber. It would be a strange
spectacle, as M. Schultheiss says,
if, in this or any other way,
whether from pique or blindness,
Switzerland were now to abandon
the leading place she has held in
and organised aid for prisoners of
international movements for
social progress.

In any case, it is our duty and
our interest alike to facilitate her
entry into the new order, to which,
with their shrewdness and sturdy
sense, their historical and geo-
graphical position, the Swiss
people can make a peculiarly
interesting contribution.

The invitation to make its
home near Geneva must, of
course, be decided exclusively by
consideration of the interests of
the League itself, and especially
of its permanent organs. Is it
better that they should function
in the necessarily passionate air
of Brussels, or in the calm of the
Alps, on the verge of the battle-
fields, in a city that cannot soon
forget its wrongs, or in face of a
federal democracy which is itself,
by its necessary constitution and
customary life, a little league of
peoples?

If those whose eyes are bent
forward, not backward, those who
are convinced believers in the
Covenant, not mere lip-servants,
have the power of deciding, I do
not doubt what their reply will
be.

Look inside the lid!



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GERMANY FACING
THE WAR BILL.TAXES ON CAPITAL AND
FOOD.

Berlin, Aug. 12.—A telegram
from Weimar of today's date
says:—

In the German National
Assembly to-day, the proposed
taxes on matches and playing-
cards having passed the second
reading, the big financial Bills
came up for first reading. The
President, Herr Fehrenbach,
announced that if he was
adequately supported all the Bills
could be finally dealt with by
August 20.

The Imperial Minister of
Finance, Herr Erzberger, then
addressed the House. He said:—

A characteristic of the German
economic and financial position
is the tremendous fluidity of Ger-
man national wealth. We must
immediately with all speed pro-
ceed to create a mercantile fleet,
and then, too, with the utmost
dispatch, come to the help of
Germans abroad with State
advances. A Bill to this effect
will reach the National Assembly
in the next few weeks.

Furthermore, our situation with
regard to loans must be lightened.
The nation must now raise 25
milliards of marks (£1,250,000,000)
year by year in taxes in order to
regain a healthy condition. Re-
form will come, because it must
come. It includes, too, the com-
plete reorganization of the tax-
ation administration in a spirit of
the highest justice. I will work
unceasingly to submit a regular
Budget on October 1. The
liquidation of the war undertak-
ing must be completed as speedily
as possible.

Under the Peace Treaty we
have undertaken very heavy
obligations, which we have to
observe with an honest will. A
big property offering is the first
step on the path of Imperial
financial reform. In financial
and political respect the Imperial
distress offering (Reichsnoteper-
sonal levy on capital) affords the pos-
sibility of reducing the floating
debt and abolishing the vicious
paper regime, and thereby reduces
the tremendous burden of our
interest service. It will be the
real means of raising the State's
credit.

In view of the enormous amount
of the sums to be raised foodstuffs
cannot remain unburdened, as
they constitute 50 per cent. of the
people's consumption. Food
prices have risen considerably
throughout the world; for example,
by 431 per cent in Italy, 368 per
cent in France, 240 per cent in
Great Britain, and 209 per cent
in the United States.

According to the Peace Treaty,
and particularly in its Covering
Note, the Entente renounced the
right to lay hands on Germany's
sources of income. Should it,
against the clear legal position
and in contradiction to its own
Note, try to do this it would be an
intolerable encroachment on the
sovereignty of the German
Empire. With the same right it
could seize every tax that we may
decide on. That is against its
own economic interests.

Furthermore, the Imperial
Government will appear before
the National Assembly on Septem-
ber 30 to request permission to
carry out the Imperial distress
offering. The Entente will receive
payment of its demands in any
desired form, but with paper it
cannot reconstruct a single road
in Northern France. For that it
needs German labour. Only by
this means is reparation possible.
The Entente has also with a clear
glance recognized that.

The tax on business turnovers
encounters many objections, but
there are so many milliards to be
covered that we can only get
sufficient by a system of taxation
in which, besides direct, there are
also indirect taxes.

"Every sacrifice must be made
in order to liberate Germany
from her terrible position. The
organization of the taxation
system of the Empire is the first
step towards the creation of a
centralised German National
State. With admirable readiness
the individual States have made
the heavy sacrifice of renouncing
their own taxation adminis-
trations.

It is necessary for the entire
system of taxation to be complet-
ed in the course of this year and
a work be accomplished which
will be a blessing to the German
people. Only by these taxes can
we create a new and strong
German Empire built on justice
and democracy.

Herr Erzberger's speech was
punctuated with loud cheers.
The House adjourned until
Wednesday.

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QUALITY VULCANIZED FIBRE AND REIN-
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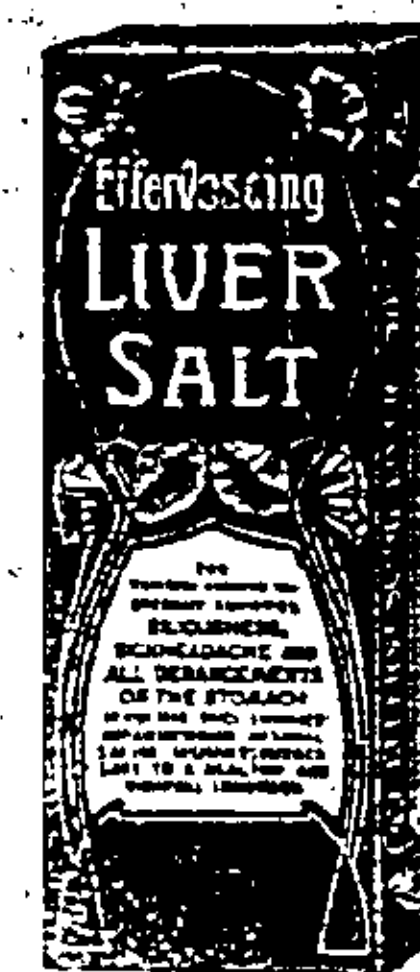
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Business correspondence should be sent to the Manager.

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The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

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The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 27, 1919.

CANTON VAPOURINGS.

One would imagine, from the lofty and democratic tone of the latest representations of the Canton Military Government to the Peking authorities regarding the personnel of the Peace Conference in Shanghai, that its members possess a monopoly of the virtues and that the Northern Government is nothing but a body of double-dealing tricksters. All the way through the two telegrams which we published yesterday, the Northerners are called down in unqualified terms and there is a constant reiteration that it is purposely standing in the way of popular wishes. All these declamations are in answer to similar charges by Peking, so we have a situation in which each side berates the other and apparently finds joy in the task. That is the spirit in which the conflicting groups are entering this reconvened Conference, the object of which is to settle once and for all the differences between North and South. What hope, therefore, can there be that the problem will be adjusted whilst this mood prevails?

In the face of such a situation, is it not astounding that the Canton clique should assert that "national welfare must be placed first, party interest is a matter of light concern"? These Canton declarations are a wondrous medley of common-sense and nonsense. It will be generally accepted that, as one of these messages says, the present deadlock is not good for the nation; this point is developed later in the assertion that with the establishment of the League of Nations at hand, the unification of the nation must not be delayed. To read remarks like that, would almost suggest that reasonable men were talking. But when we come to the spite which is shown over the appointment of the chief Northern delegate, who is again and again described as the tool of dangerous elements, the messages take on a very different hue. Yet it is after talk of this kind that we have these Canton trouble-makers declaring that they have no personal prejudice against anyone! It doesn't look like it, does it? The cant and hypocrisy of these Canton critics are shown in their constant references to "the people," of whom they consider themselves the only real defenders. They talk of the sovereignty of the Republic being vested in the people, by which, of course, they mean themselves. But what right have they to speak for the Chinese nation as a whole? Or even for South China, for that matter? In any event, inasmuch as this coming Conference, if it ever be held, is to be one between two conflicting elements, surely they have no claim to a say on the question as to whom the other side shall choose to represent it. Let the Canton people attend to their own end of the business. The North can nominate whomsoever it likes.

In point of fact, the Canton Military Government represents no-one save its own little group of office-holders who are fattening themselves at the expense of others. It is a discredited body, which cannot maintain concord or harmony even in its own ranks. Incidentally, the latest manifestoes are signed, amongst others, by Sun Yat-sen, otherwise Sun Yat-sen, who, we thought, had long since severed connection with the Military Government. This is sufficient to show that these telegraphic declarations possess no value whatever. What the members of the Military Government need to realise is that these camouflaged communiques deceive no-one. They represent an attempt to keep up the face of Canton being the whole of China, or, at any rate, the educated and democratic part of it. The Peking birds are not to be taken in with this chaff. Nor is anybody else, for that matter.

NOTES & COMMENTS.

A FRUITFUL YEAR.

A perusal of the Hongkong St. Andrew's Society's report just published must give not only local Scotsmen but all residents of the Colony a proud sense of gratification at the continued success of this institution. In continuation of its policy to assist all charitable endeavour as well as to provide a common bond of pleasurable relationship between "sons of the hardy race," it has just closed a year that deserves a little more than passing reference. To have been the means of contributing over £21,000 to deserving institutions in Scotland since the last report was issued is an achievement of no little merit, and all those who have worked so hard in connection with the "Heather Days" which the needs of the war brought into being must surely feel that it would be a pity to entirely relinquish such annual endeavours. The question of the perpetuation of such "Days" is one that the Committee of the Society might well give earnest consideration, though perhaps it would be too much to hope that such elaborate celebrations as we have become used to could be kept up. The decision to utilise the gift of the widow of the late Mr. J. R. M. Smith to found a scholarship for Scottish children in the Colony is one that will be commended by all classes, and it is to be hoped that the Director of Education will be able satisfactorily to arrange the details in connection with it. The appeal of the Committee for all resident Scotsmen to join and so help the Society in its work is one that can scarcely be resisted by any who know its past record.

A CONSOLING PRECEDENT.

If, in the vexed question of housing and its attendant matter of rent control, the Colony is to be denied legislative action, there is at least a good deal of consolation to be found in the fact that the authorities have recently intervened in one particular instance on behalf of tenants. It has come to our knowledge that occupiers of certain houses in Kowloon were quite recently threatened with a further increase in rentals which, if enforced, would have amounted to an increase of over 40 per cent. within a period of two years. The tenants concerned wisely made joint representation to the Government on the matter, with the result that not only has the threatened increase been stayed off but a substantial reduction of the existing rents secured—so substantial that the rents have now been brought down to a point lower than they were two-and-a-half years ago. This is surely a very encouraging object lesson to all house-holders, for it establishes the fact that the Government is prepared to assist those who are being made victims of unscrupulous landlords. Tenants generally, when asked to pay unreasonable rents, should follow the lead of their Kowloon friends and ask for protective action to be taken by the authorities.

SHORT-SIGHTED REVOLUTIONARIES.

In spite of all that is being attempted by legislation to smooth out the troubles now harassing the people at home, there are certain classes of workers who seem determined to be their own enemies, for destruction and not construction is, apparently, their aim. We note from a Home-Comptemporary that a ludicrous situation exists in the Bradford woolen trade where workers are definitely pursuing "ca' canny" tactics, which can only result in their own undoing. It appears that there is an abundance of orders and work for all, good wages and handsome sums to be earned by overtime. In fact there is work for another 1,000 operatives. But, despite all assurances, the wool-combers positively refuse to assist production beyond a certain limit, thus accentuating the already keenly felt shortage. In other trades, too, similar happenings are causing anxious moments to those who see the inevitable creeping in of the foreigner and his eventual supremacy in the matter of supply. Mr. J. R. Clynes, M.P., recently brought to bear strong arguments in urging the maximum production by all classes of workers and if he and his colleagues can succeed in bringing conviction to those who so badly need it, he will have rendered a service for which the country will owe him thanks. If there is not a change in attitude on the part of such short-sighted workers, poverty and unemployment will take the place of the present comparative prosperity, and a far more serious and perplexing chaos have to be faced.

DAY BY DAY.

THE GENEROUS HEART SHOULD SOORN A PLEASURE WHICH GIVES OTHERS PAIN.

The name of Dr. Leslie Osborn Spillane has been added to the Dental Register, as an exempted person.

Miss R. E. Jupp, who is shortly to marry Mr. R. O. Hutchison, arrived by the Empress of Asia yesterday.

The Lusitano Sporting Association and the Hongkong Amateur Photographers' Association are exempted from registration under the Societies Ordinance, 1911.

A Chinese boy was to-day before Mr. E. Lindell charged with unlawful possession of 30 taels of opium. A fine \$2,000, or eight months' hard labour, was imposed.

At the Marine Court this morning, a Chinese was sentenced to two months' hard labour for boarding the Empress of Asia without the permission of the officer in charge.

The Gazette contains a despatch from the Secretary of State notifying that the blockade of Germany has been raised and certain trade restrictions with other countries relaxed.

Among residents returning to the Colony by the Empress of Asia yesterday were Mr. and Mrs. J. J. Harrington, Mr. and Mrs. Charles Pryce, Mr. A. G. Gordon, Mr. L. M. Whyte, Mr. W. Farmer and Mr. R. A. Nicholson.

The following name has been added to the Register of Medical Practitioners:—Lewis Edwin Fanning, Astor House Hotel, Licentiate of the Royal College of Physicians and of the Royal College of Surgeons, Ireland.

A Chinese who was before Mr. Lindell this morning had a record of twenty previous convictions. He was now charged with entering a house with the intention of stealing. Defendant said he went to the house to get some water to drink. He was sentenced to six months' hard labour.

The usual fortnightly whist drive was held last night at the Kowloon Naval Depot. Chief Gunner Mitchell presented the prizes, at the close, to the following:—1, Mr. Barr; 2, Mr. Fenings; 3, Mr. Linehan; 4, Mr. Marsh; 5, Mr. Eddy; hidden number, Mr. McCarty; booby prize, Mr. Deacon.

The Hongkong University Union is giving a valedictory dinner to Sir Charles Eliot, the British Ambassador at Tokyo, in the Great Hall of the University, on October 1st, at 8 p.m. Those members of the Union wishing to join the dinner should communicate with the Hon. Secretary of the Union.

In anticipation of the forthcoming Diamond Jubilee celebrations of Union Church in November, the minister, Rev. J. Kirk Macdonald, proposes to deliver a series of sermons on successive Sunday mornings upon the Seven Churches in Asia. The first of these, on the Church in Ephesus will be given next Sunday.

A Chinese was to-day charged before Mr. E. Lindell with unlawful possession of five taels of opium. Defendant said he was looking at the show-case at Wing On's store when a man came and asked him to follow him to the latrine, and gave him the opium. Mr. Lindell imposed a fine of \$500, or five months.

At the Victoria Theatre to-night besides new episodes of "The Lightning Raider" the programme will consist of bright songs, duets and dances contributed by that English Company "The Prize Packets." The Company has been drawing good houses since Thursday and there is every prospect of a crowded house to-night.

Mr. John Fasse, who for the last eight years has been Superintendent Engineer of the Java China Japan Lijn, and who is leaving the Colony shortly, was the guest at dinner of the engineering fraternity of the Colony last night at the Hongkong Hotel. About sixty sat down, presided over by Mr. R. M. Dyer, Chief Manager of the Hongkong and Whampoa Dock, Mr. Hamel, the Dutch Consul, and a number of leading Dutch residents were also present. After dinner Mr. Dyer, in a happy speech, presented Mr. Fasse with a large silver loving cup, together with a silver bag for Mrs. Fasse.

1894. HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending September 21, 1894.)

THE DOLLAR.
September 21.—The rate of the Dollar, on demand to-day is 2s. 2 1/2d.

THREATENED CHAIR COOLIE STRIKE.
September 15.—A strike of chair coolies is likely to be the next little excitement to which residents of the Colony will be treated in the not far distant future, owing, we believe, to well-to-do chair proprietors putting them up to "buck" against the new traffic regulations to which we recently referred in detail.

ANENT A BEACHCOMBER.
September 15.—Hongkong has had more than its share of beachcombers during recent years, and the public will therefore have a deep sigh of relief when it learns that the erratic "gent" who was to quit the Hongkong Hotel to-day has fled these festive shores for good. We have no use for bipeds of his ilk here, so if he is possessed of as much brain as an ordinary toad he will just get in double quick time.

TYPHOON DAMAGE.
September 19.—The typhoon did considerable damage in and around Hongkong. The big telescope dome at the Kowloon Observatory was lifted out of its socket by the gale this morning, and fell down, and great was the fall thereof. A large matchbox near the Naval Yard, Kowloon has vanished and may have turned up at Macao or the Ladrões.

BETTING ON CHINA-JAPAN WAR.
September 20.—Betting on the China-Japan war. At the commencement of the war foreigners in Yokohama laid even wagers on its result; but later on odds in favour of Japan rose to 6 to 4, and then to 7 to 3. Foreigners in Shanghai are reported by the *Nichi Nichi* to have laid 9 to 1 in Japan's favour. In Hongkong the odds are in favour of China, 5 to 2 being freely accepted by the partisans of Dai Nippon.

SIR R. STUBBS.

TUESDAY'S CEREMONIES.

The Gazette contains the following:—

His Excellency Sir Reginald Edward Stubbs, K.C.M.G., will arrive in the s.s. *Khiva* on the morning of Tuesday, the 30th September, and will land at Blake Pier at 10 a.m.

A salute of 17 guns will be fired. Members of the Executive and Legislative Councils, the Judges, members of the foreign Consular bodies, Naval and Military Officers, and Heads of Departments are invited to be present at the pier.

A Guard of Honour formed of members of the Hongkong Defence Corps will parade at Blake Pier at 9.45 a.m.

His Excellency will proceed to the City Hall where he will be received by representatives of the Community, by whom an address will be presented. The public are invited to be present.

His Excellency will then proceed to the Council Chamber where the Commission will be read, and the oaths will be administered by His Honour the Chief Justice. The National Anthem will be played and a salute of 17 guns will be fired.

STREET NAMES.

SOME CHANGES IN HONGKONG.

The Gazette notifies that the undermentioned streets are to be known for the future by the names indicated against them:—

HONGKONG.
Rienacker Street to become Mui Fong Street.

Torsien Street to become Kwai Heung Street.

Path commencing on south side of May Road near May Road Tram Station and terminating on north side of Barker Road near Victoria Hospital, to be known as Chatham Path.

Path commencing on south side of Bowen Road near Peak Tramway Line and terminating in May Road opposite the house known as "Ulbank," to be known as Breen Path.

Path commencing on north side of May Road near Peak Tramway Line and terminating at about the centre of last named path, to be known as Clovelly Path.

TAIKOKESTUL.

Suidter Street to become Shu Tak Street.

Kramer Street to become Kramer Street.

STORM WARNINGS.

HONGKONG OBSERVATORY AND SHIPMASTERS.

The Hongkong Government Gazette contains the text of a circular issued by the Marconi International Maritime Communication Company to their operators.

The Director of the Observatory (Mr. T. F. Claxton) says shipmasters are earnestly requested to co-operate in the forecasting and storm warning work of the Royal Observatory, Hongkong, by arranging for meteorological observations to be made in accordance with the programme given in the circular, and transmitted by the wireless operator without delay.

The accuracy and utility of the Observatory forecasts will increase in proportion to the number of ships co-operating, the accuracy of the observations, and the promptness with which they are despatched. In the interest of shipping, therefore, every master possessing a radio-telegraphic installation should send observations at the hours stated; viz., 6 a.m. and 2 p.m. of the 120th Meridian Time, and endeavour to make the service as efficient as possible.

It is requested that mercurial barometers should be used whenever possible, and that owners should co-operate by supplying their ships with at least one good mercurial barometer of the Board of Trade pattern. Very few aneroid barometers are satisfactory. Generally speaking, the index error varies considerably from time to time, and is seldom constant throughout the scale. Moreover their readings are usually affected by changes of temperature though they are supposed to be compensated in this respect. In every case the readings should be followed by the word "Mercury" if a mercurial barometer is read, or "Aneroid" if an aneroid is read.

It is very important that a few readings (at least four) of the ship's barometer (the barometer used for the wireless messages) should be taken in Hongkong and forwarded to the Observatory, in order that the correction to the Observatory Standard may be obtained; otherwise the barometer readings are useless. It is also very important that the readings should be exactly as read off, without any correction whatever, except in the case of ships which have not sent comparison observations to the Observatory. Such ships should correct the readings for index error, and reduce them to 32° Fahrenheit, sea level, and gravity at 45° latitude; using the best index error available and adding the word "corrected."

INTERPORT LAWN BOWLS.

THE HONGKONG TEAM CHOSEN.

Under the presidency of Inspector Gerrard, members of the Hongkong Lawn Bowls League met at the Police Recreation Club last night to consider the arrangements for the forthcoming interport match against Shanghai.

The Chairman in opening the meeting said that the Shanghai team was coming here by the Shantung, which would arrive probably on Friday. If this were so, it might be possible to play the match on Saturday.

There was some discussion on this point, it not being known how long the Shanghai team could stay here. It was eventually decided that if the Shanghai team arrives on Friday, the match should take place next day at 3.30 p.m., and, if not, that Wednesday should be the alternative date, the match to be played on the Kowloon Bowling Green Club's grounds.

The meeting then proceeded with the task of selecting the team to represent Hongkong.

The names of Mr. Ferguson (Taikoo) and Mr. Wotherspoon (Taikoo) were suggested as skip, the honour falling to the former. The other members chosen were:—No. 3, Mr. Wotherspoon (Taikoo); No. 2, Mr. Gow (K.B.G.C.); No. 1, Inspector Gerrard (Police). Messrs. L. Guy (K.B.G.C.) and G. Gerrard (K.C.C.) were selected as reserves.

It was also decided that admission to the grounds should be by tickets, to be obtained from secretaries of the various Clubs.

Mr. D. Harvey was appointed official referee and Mr. Eldridge official scorer.

TO-DAY'S MISCELLANY.

When the House of Commons has late night sittings in future, members will be able to enjoy hot suppers in the dining room, says the *Evening News* diarist. Gone are the days when grilled bones were a famous and much-sought-after delicacy eaten by members just before going home in the light of dawn. The Commons restaurant will be shut always shortly after 11 p.m. Otherwise the kitchen staff would have to work fifteen or more hours on end, and in these days cooks and waiters will not consent to such employment. Members will have to sustain their midnight eloquence with cakes of chocolate and lemonade from the lobby bar.

The Wimbledon tournament has given a further big impetus to lawn tennis. Clubs continue to spring up all round London, says the *Evening Standard*, and, judging by the demands made by the provinces upon the London manufacturers of sports outfits, the lure of the game is spreading far afield. Thousands of rackets are being sold every week, and the manager of one firm of manufacturers says he is frankly amazed at the way the game has caught on. "No other game," he says, "shows anything like the same sustained boom, and I sometimes wonder where all these new enthusiasts find the ground to play on."

Recently I was staying the night at an inn frequented by business men, writes the *Evening News* diarist. One who runs a small car was telling me some of his experiences. This coincidence seemed uncanny. Twice this year he has had difficulties in getting accommodation owing to late arrival due to tyre trouble. In each place, one a considerable town, the other a cathedral city, there is a musical peal of bells. After fruitless search for hospitality on his part, he heard the bells chiming the air of "My lodging is on the cold ground" with damnable iteration. The upshot, however, was not quite so bad as that; the local policeman came to the rescue stabling the car and finding him a bed.

How remarkably the monument in Whitehall to "The Glorious Dead" has appealed to the public is shown by the fact that, except possibly during the silent hours of the night, it has never been without its gathering of men and women paying homage at the beautiful shrine since it was uncovered. Indeed, I am told, says "A Clubman" in the *Pall Mall Gazette*, that far into the night the passers-by pause at its wreath-covered base. As it has been noticed, some of the inscriptions on the cards attached to the wreaths are most pathetic, but one effect has been given, accidentally, to the Cenotaph which is more poignant still. It is a splash of crimson colouring on one of the tiers of the exquisitely modelled monument caused by the dye running from some of the draping. The effect on the pure whiteness of the monument is a vivid symbol of its meaning.

I heard a New Yorker giving everybody who would listen to him a bit of his mind about the London police, says a *Star* writer. "Your cops"—nobody calls them bobbies in the States—he was saying, "are Sunday school teachers in behaviour compared with ours. You should see our 'traffic squad' tackle a street dispute! They ride a crowd off a sidewalk as if it were a herd of Gadarene swine or a bunch of Russian Jews." This American paid an eloquent tribute to the London force, who, he said with perfect truth, are "the pride of the Empire and the personal friends of countless little children." I know New York quite well myself, and I do not remember ever having seen any small boy, at any rate on the East Side, who didn't run for his life at the approach of his "enemy," the policeman. And the American added, "I have talked to many of your force during the last 24 hours, and I have yet to find one who isn't satisfied that most of his grievances have been redressed."

The arrangement of a dinner at the Hongkong Hotel has been left to Messrs. D. Harvey, (con-venor), Jack, Kent, Grant, Stanley and Eldridge.

In addition to the Hongkong v. Shanghai match, the visiting team will play various Clubs during their stay here, on dates to be arranged later.

NOTICE

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MONGOLIAN ANXIETIES.

ASPIRANT FOR LEAGUE PROTECTION.

The Peking correspondent of the *Times* writes:—Among the quiet backwaters of the world that have been affected by the war is Mongolia. The inhabitants of this great waste-land acknowledged allegiance to China until the Revolution, which put an end to the Manchu dynasty. When the Manchus fell the Mongolians, like the Tibetans, turned the Chinese out of their country and declared themselves independent.

There were particular reasons for the action of the Mongolians. Chinese settlers had been slowly but persistently colonising the southern and eastern edges of the plateau of Mongolia, and the Mongols were feeling nervous as to the intentions of their ungainly neighbour. Russia also at this time developed apprehension of the penetrative powers of the Chinese, because of their extending colonisation in North Manchuria as well as in Mongolia. She took the Mongol side in the dispute with China and signed an agreement whereby Russia recognised the independence of Mongolia and incidentally secured for herself commercial and other advantages in that country.

The Chinese Revolution came in the nick of time for Russian designs; the Mongols were encouraged — and assisted — to stand up against China, and Russia got what she wanted. After two years of futile attempts to re-enter Mongolia, China gave in, and signed the tripartite Kiachta Convention in 1915, whereby Mongolia retained the rights recognized in the Agreement with Russia. Russia likewise retaining what she had gained, while China recognized the Russo-Mongol Agreement, but was accorded certain shadowy rights which gave her "face" but no power over Mongolia. The Convention, however, gave China control of Inner Mongolia, the narrow strip of territory on the southern and eastern slopes of the Mongolian plateau.

THE COLLAPSE OF RUSSIA.

The collapse of Russia, however, has completely revolutionised the situation in Mongolia. The latter country no longer has a powerful protector, and the Chinese are keen to reassert the ascendancy which they once held. On the plea of the danger of a Bolshevik invasion of Mongolia they have increased the small guards permitted to their official agents under the terms of the Kiachta Convention and have long been threatening to march a division of troops across the Gobi, ostensibly to protect the frontier against Bolshevik penetration, in reality to occupy Uрга and establish control over the country. Mongolia knows not what the future may bring forth, and is an aspirant for the protection of the League of Nations. The Mongols are anxious about their independence and desirous of its recognition by the new institution which is to secure the supremacy of right over might.

Few students of Oriental things ever expected good results from the new autonomous State set up by the Kiachta Convention. The Hutukhtu, an ecclesiastical ruler second in importance in the Buddhist world to the Dalai Lama of Tibet, is a confirmed alcoholic and blind into the bargain. As a reincarnation of Buddha, however, his influence over his own people is supreme. Intelligent enough when sober, the Hutukhtu formed a Cabinet whose salvation has been that it is fairly representative of the most powerful elements in the country.

A bad start was made by borrowing 4,000,000 roubles

(£400,000) from Russia for the purpose of establishing the finances on a sound basis. Part of the money was expended upon the purchase of arms, but the greater part went to Warsaw to pay for 10,000 brass images of Buddha. The financial situation, however, has solved itself satisfactorily, for the new Government has levied a 5 per cent. duty on goods entering Mongolia from China, and has saved enough to liquidate the debt to Russia. Otherwise the Government has been a success, mainly because little administration is required. The patriarchal system, whereby each tribe is self-contained and self-governed, obviates expenditure on defence, police, judiciary, and so forth, while public works are practically non-existent.

ON FINANCIAL DEBAUCH.

Contrary to expectation, then, the Mongolian Government did not engage upon a financial debauch leading to the usual result, but husbanded its small revenue and left the country to manage itself. Mongolia to-day, therefore, is free, peaceful, and prosperous, and likely to remain so while undisturbed by aggression from without.

The Mongols are nomads, and are found settled only in the few towns of which Uрга, Uliasutai, and Kobdo are the principal. The wealth of the country therefore is in the shape of horses, camels, sheep, and cattle, which move slowly over the immense stretches of the Gobi desert, as do the Arabs with their flocks and herds in Upper Mesopotamia. The word desert, however, is a misnomer, for the Gobi is a carpet of luxuriant grass and beautiful flowers in the spring and early summer, and being confined to limited regions and appearing only in narrow strips in the good country. The amount of pasturage is illimitable and much beyond the necessities of the widely scattered tribes. In normal times great numbers of animals are exported into Russia and China, and the trade in hides and furs is steadily increasing. The Mongols in exchange require principally brick-tea, cloth, and utensils.

Since Russia broke down the rouble has disappeared from circulation, and the country is without a currency. Much business is conducted by barter, but the China dollar is beginning to fill up the vacuum left by the rouble. Practically all of the trade and finance is in the hands of Chinese, who are recognised by the intellectual superior, and thus, naturally, objects of suspicion to their simple-minded clients. Two or three foreign firms based at Kalgan have been doing a flourishing business during the last few years, especially since the connection with Russia has weakened. These firms send into the interior kerosene, candles, cigarettes, and a growing variety of manufactured goods.

Their great difficulty is transport, which is slow and expensive. Caravans take a month from Kalgan to Uрга, a distance that motorcars have recently covered in two days. There are now two Chinese motor companies, carrying passengers from Kalgan to Uрга. These companies make scrap-iron of their cars in astonishingly quick time, but continue to buy more. They get all the passengers they can carry.

The universal cry is for a railway, and Russia has first claim to construct the connection between Kalgan and Verkhne-Udinsk, on the Siberian Railway. Such a line would immensely develop the commerce of Mongolia and quicken the journey between Europe and Peking by at least two days. Its construction is desirable from all points of view, and should not be delayed. Russia for the time being cannot undertake such an enterprise alone, and the case is one for the projected consortium which can

POLICE RESERVE

Orders issued by Mr. J. W. Franks, D.S.P. (R.I. state).

The following extract from the Special Police Reserve Ordinance of 1914 is published for the information of members desiring to resign. Notices of resignation should be forwarded through Unit Commanders:—

1914 ORDINANCE 27.

Sec 8. Any member may, except when actually enrolled as a Special Constable under the Peace Preservation Ordinance, 1886, or under section 10 of this Ordinance, quit the Reserve on complying with the following conditions:

(a) giving the Captain Superintendent of Police three months notice in writing of his intention;

(b) delivering up in good order, fair wear and tear only excepted, all arms and ammunition, clothing and appointments, being property issued to him; and

(c) paying all money due or becoming due by him under this Ordinance either before or at the time or by reason of his quitting it.

Thereupon he shall be struck off the strength by the Captain Superintendent of Police: Provided that the Governor shall have full power at all times to permit any member to quit the Reserve on complying with conditions (b) and (c) in this section.

BAND.

At the request of His Excellency the Officers Administering the Government the Band will parade on the 30th inst. at 9.30 a.m. at Blake Pier to meet His Excellency the Governor on arrival. Statue Pier was given in error in yesterday's orders.

IF YOU WAKE UP

cross and depressed, with a coated tongue, a mean feeling in the head, a sense of feverishness or inefficiency, its time you took



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Try a small advertisement under WANTED, TO LET, LOST, FOUND or FOR SALE. You will be astonished at the number of enquiries you will receive.

find the capital, build the railway, and give it a non-political character.

The present situation of Mongolia is entirely satisfactory, and the country offers an excellent field for commercial enterprise. There is abundance of coal in the north, alluvial gold is found in considerable quantity, and there is a chaos of mountain and valley in the northern frontier region which, judging by the known mineral wealth of the contiguous Altai province of Siberia, ought to provide infinite scope for mining endeavour. The Mongolians are perfectly ready to welcome foreign commercial enterprise so long as their independence is respected.

SOME RAM.

The London correspondent of the *Sydney Evening News* cabled a month ago that a Lincoln ram had just been sold for 1600 guineas. The previous record price was 1450 guineas.

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1117-1118, 1119-1120, 1121-1122, 1123-1124, 1125-1126, 1127-1128, 1129-1130, 1131-1132, 1133-1134, 1135-1136, 1137-1138, 1139-1140, 1141-1142, 1143-1144, 1145-1146, 1147-1148, 1149-1150, 1151-1152, 1153-1154, 1155-1156, 1157-1158, 1159-1160, 1161-1162, 1163-1164, 1165-1166, 1167-1168, 1169-1170, 1171-1172, 1173-1174, 1175-1176, 1177-1178, 1179-1180, 1181-1182, 1183-1184, 1185-1186, 1187-1188, 1189-1190, 1191-1192, 1193-1194, 1195-1196, 1197-1198, 1199-1200, 1201-1202, 1203-1204, 1205-1206, 1207-1208, 1209-1210, 1211-1212, 1213-1214, 1215-1216, 1217-1218, 1219-1220, 1221-1222, 1223-1224, 1225-1226, 1227-1228, 1229-1230, 1231-1232, 1233-1234, 1235-1236, 1237-1238, 1239-1240, 1241-1242, 1243-1244, 1245-1246, 1247-1248, 1249-1250, 1251-1252, 1253-1254, 1255-1256, 1257-1258, 1259-1260, 1261-1262, 1263-1264, 1265-1266, 1267-1268, 1269-1270, 1271-1272, 1273-1274, 1275-1276, 1277-1278, 1279-1280, 1281-1282, 1283-1284, 1285-1286, 1287-1288, 1289-1290, 1291-1292, 1293-1294, 1295-1296, 1297-1298, 1299-1300, 1301-1

SHIPPING

P. & O.-BRITISH INDIA

AND
APCAR LINES
(COMPANIES INCORPORATED IN ENGLAND)
TO
STRAITS, BURMA, CEYLON, INDIA, PERSIAN
GULF, AUSTRALASIA, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, ETC.
SAILINGS FOR
LONDON via SINGAPORE, COLOMBO,
PORT SAID & MARSEILLES.

S.S.	leave Hong-kong about	Due Marseilles about	Due London about
KHIVA	1st Nov.	3rd Dec.	12th Dec.
FOR SINGAPORE, COLOMBO & BOMBAY.			
DILWARA	7th Oct.	due Bombay about	25th Oct.
FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.			
ITOLA	28th Sept. 1 p.m.	due Calcutta about	21st Oct.
FOR SHANGHAI, MOJI, KOBE & YOKOHAMA.			
KHIVA	leave Hongkong about	Due Yokohama about	
	1st Oct. at 10 a.m.	14th October.	

WIRELESS ON ALL STEAMERS.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
Agents.
22, Des Voeux Road Central.

CP & OS

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (*Moji) Kobe & Yokohama)

FROM	STEAMERS.	HONGKONG.	VANCOUVER.
Empress of Asia	Oct. 2	Oct. 20	
Empress of Japan	Oct. 25	Nov. 16	
Monteagle	Oct. 19	Nov. 12	
Empress of Russia	Oct. 30	Nov. 17	
Empress of Asia	Nov. 27	Dec. 15	
Empress of Japan	Dec. 20	Jan. 10	
Empress of Russia	Dec. 25	Jan. 12	

*Owing to Japanese Quarantine Regulations the "EMPERESS OF ASIA," 2nd October, will not call at Shanghai.

Passage Rates Hongkong to United Kingdom.

Express of Russia	Gold	Express of Japan	Gold
18-1/2 Tons Reg.	\$253.00	18-1/2 Tons Reg.	\$455.00
15-1/2 Tons Reg.		15-1/2 Tons Reg.	

Fares subject to change without notice.

Registration for Passage for Season 1921 now being made.

For particulars regarding passage rates, and through bills of lading, apply to the Canadian Pacific Railway to all Overland Points in Canada and United States, also to the Canadian Pacific Ocean Services, Ltd., 752, BROADWAY, NEW YORK, and 42, GENERAL AGENT, HONGKONG.

CANADIAN PACIFIC OCEAN SERVICES

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.
Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA."
Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.
THE SUNSHINE BELT.
The most Comfortable Route to America and Europe.
Sailings from Hongkong at noon.
S.S. "ECUADOR" 8th October.
S.S. "COLOMBIA" 5th November.
S.S. "VENEZUELA"

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable State-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration. Special care is given to the cuisine, and the attendance on passengers cannot be surpassed. Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc., Apply to—
Company's Office in
Telephone No. 141. ALEXANDRA BUILDING, Chater Road.

BANKER & CO.
WEST RIVER PASSENGER SERVICE.
The M. S. "KONG MING" (Captain Wilks), will leave the Yeung Tai Hing Wharf (Canton Road West) at 5 p.m. on 9th inst. for Wuchow via West River Ports.
This vessel has excellent European accommodation for first class passengers, and was built expressly for the West River trade, being fitted with electric light and fans and is complete with every modern convenience.
An excellent table is provided.
Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.
For freight and passage apply to
BANKER & CO.
1st Floor, Hotel Mansions
Messrs. Thomas Cooks & Sons
Passenger Agents

SHIPPING

N. Y. K.

NIPPON YUSEN KAISHA.
SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.
KATORI MARU ... Tuesday, 14th Oct. at 11 a.m.
SUWA MARU (Omitting Manila) Saturday, 1st Nov. at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.
ATSUTA MARU ... Friday, 3rd Oct. at Noon.
SEIDZUOKA MARU ... Friday, 17th Oct. at Noon.
MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
NIKKO MARU ... Wednesday, 22nd Oct. at 11 a.m.
AKI MARU ... Wednesday, 19th Nov. at 11 a.m.
NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.
SOUTH AMERICAN PORTS via Cape.
BOMBAY & COLOMBO via Singapore.
SHINRYU MARU ... Thursday, 9th Oct. End of October.
TENSHIN MARU ... Thursday, 9th Oct. End of October.
CALCUTTA & RANGOON via Singapore & Penang.
TSURUGA MARU ... Saturday, 4th Oct.
YAMAGATA MARU ... Friday, 24th Oct.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.
AKI MARU ... Saturday, 18th Oct. at 11 a.m.
TANGO MARU ... Saturday, 22nd Nov. at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.
KAIFUKU MARU (Omitting Shanghai) Monday, 29th Sept.
TENSHIN MARU ... Thursday, 2nd October.
YOKOHAMA MARU ... Thursday, 2nd Oct. at 11 a.m.
HOSEI MARU ... (Omitting Shanghai) Friday, 3rd Oct.
EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc).
TSUYAMA MARU (Marseilles & Liverpool) Thurs. 2nd Oct.
WAKASA MARU (London, Antwerp & Rotterdam) Thurs. 9th Oct.
DELAGOA MARU ... Middle of October.
(London, Antwerp & Rotterdam)
TOYOOKA MARU ... (Marseilles & Liverpool) End of Oct.
For further information apply to—**NIPPON YUSEN KAISHA.**
Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS
Sailings from Hongkong—Subject to change without notice.
Steamers. From Hongkong.
TENYO MARU ... 2nd Oct. "Omitting call at Shanghai."
SIBERIA MARU ... 10th Oct. (from Yokohama).
SEIYO MARU ... 28th Oct.
PERSIA MARU ... 10th Nov.
KOREA MARU ... 10th Nov.
SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.
SERVICE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.
Steamers. Leave Hongkong. 4th Nov.
SEIYO MARU
Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to
T. DAIGO, Manager.
KING'S BUILDINGS
Telephone Nos. 2374 & 2375.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.
"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.
SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU.
"NANKING" "NILE" "CHINA"
Nov. 1st, 1919. Oct. 11th, 1919. Nov. 22nd, 1919.
AN UNSURPASSED HIGH CLASS PASSENGER SERVICE
O. H. RITTER, Freight and Passenger Agent.
Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)
JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM AND CONTINENT.
For Steamer Sailing
LONDON & ANTWERP
For particulars of sailings shippers are requested to approach the undersigned.
Subject to change without notice.
THE BANK LINE, LTD.,
General Agents,
or to REISS & Co. Canton
Hongkong, 10, Apr. 1917.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.
ESTABLISHED—1841.
HEAD OFFICE—65 BROADWAY, NEW YORK.
CAPITAL AND SURPLUS—U. S. \$25,000,000.
LONDON OFFICES—84, QUEEN STREET, E. O.,
6, Haymarket, S. W.,
11, Ebury Street, S. W.
Branches & Agencies—throughout the world.
General Banking and Foreign Exchange.
We maintain Foreign Trade and Travel Bureaus.
American Business a Specialty.

SHIPPING NEWS

SHIPPING SALE.
A big price has been secured for the steamer War Malayan, bought by Greeks and re-named Michael L. Embiricos. The vessel is only nine months old and has made one voyage. The price is within the region of two hundred and six thousand pounds.
BRITISH TONNAGE.
The Parliamentary Secretary to the Ministry of Shipping recently gave out figures showing that while the total tonnage owned by Great Britain before the war lacked 1,500,000 of being half of the world's tonnage, and the British war loss totalled 7,500,000 tons, the present tonnage of British ownership totals only 3,500,000 less than that of the whole world.
BRITISH MERCHANT SEAMEN.
President Wilson has written a letter approving the proposal to organize a nation-wide movement in the United States to raise a large fund to aid the 30,000 British mercantile sailors maimed and disabled by the war. He speaks of your gallant seamen as rendering service to humanity in the great war which has just ended, and which enrolls them among the true servants of freedom and civilisation. Mr. William Appleton, of New York, chairman of America's tribute to the British merchant seamen, will describe in London just what steps are being taken here to demonstrate sympathy in the most practical way. Admiral Sims, honorary chairman of the movement, told the Americans recently that "without the British merchant seamen the American Army and Navy would have been helpless."
GERMAN SHIPPING.
Some very strange reports are coming over about alleged attempts to reorganise the North German Lloyd and Hamburg American steamship lines. It is said that American financiers can see money in it and that the vessels will fly the United States flag when they are again put into commission. There is a story of certain negotiations having taken place in Berlin, but so far it is very difficult to judge exactly what is on foot. According to a German paper the Pacific Steamship Corporation is arranging direct communication with Hamburg, and the Kerr Line is likely to enter into relations with the Hamburg-American Line. Over thirty vessels have been handed over to the Entente Powers, which were formerly the property of the Hamburg-American Line, these forming part of the total of 300 vessels delivered to date. Steamship lines from New York, Baltimore and Boston direct to Hamburg and Bremen have been talked about in New York for some time past, but the reorganization of the two leading German companies is quite a new idea, and it will be very interesting to watch developments.

AN INTERESTING RECORD.
The recent issue of the journal of the Cork Historical Archeological Society contains an interesting review of the history of the City of Cork Steam Packet Co., Ltd., and details of its vicissitudes during the war. Perhaps its most interesting account deals with the torpedoing of the s.s. Inniscarra on the 11th May, 1918, when the master, Captain P. F. Kelly, Chief Officer Stewart F. Swan, Steward J. Keane, Quartermaster J. Bird Seaman D. Warren were the only members of the crew who were saved. Mr. Stewart F. Swan is well known to many residents of the Merseyside, partly by reason of the fact that he was educated on board H. M. S. Conway and partly by his connection with the Mercantile Marine Service Association, of which body he is a member. Mr. Swan has been in the service of the City of Cork Steam Packet Company for many years, and the bravery he exhibited on the occasion of the Inniscarra was only in accordance with his previous high record. Amongst other testimonials he holds the Royal Humane Society's bronze medal and parchment for life-saving at Penrose Quay, Cork, and he also distinguished himself in a marked manner on the night of the 13th May, 1915 when he effected a gallant rescue of a passenger who had fallen overboard from the Inniscarra in Fishguard Harbour. The cry "man overboard" having been raised by some of the cabin staff, Mr. Swan, who was in his berth, and seeing the man struggling in the water about thirty feet from the ship's side, instantly plunged overboard, and after a struggle succeeded in placing a lifebuoy over his head and bringing him safely ashore.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.
For Steamers To Sail
SHANGHAI & STINGTAO Chenan ... 27th Sept. at 4 p.m.
WEIHAIWEI, CHEFOO.
N'CHWANG & TIENSIN Kueichow ... 29th Sept. at d'light
SWATOW & BANGKOK ... Liangchow ... 30th Sept. at noon
SHANGHAI ... Suhyang ... 30th Sept. at 3 p.m.
MANILA, CEBU & ILOILO Taming ... 2nd Oct. at noon
SHANGHAI ... Sinkiang
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tientsin weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woonung.
BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to
BUTTERFIELD & SWIRE.
Agents.
Telephone No. 36.
Hongkong Sept. 27, 1919.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tsitaijap	Japan	30th Sept.	1st Oct.	Java
Tsitairoem	Shanghai	28th Sept.	1st Oct.	Java
Tsitondari		in port	4th Oct.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Building.
Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.
Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.
FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)
Steamships. Captain Leaving.
Haitan ... A. H. Stewart ... TUES. 30th Sept. at 1 p.m.
Guinnebaug ... Medina ... FRI. 3rd Oct. at 1 p.m.
Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to
Douglas Lapraik & Co.,
General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong—(Subject to Alteration).
For Steamship On
SHANGHAI ... Kwongsang ... Thurs. 2nd Oct. at d'light.
TIENSIN ... Chipshing ... Fri. 3rd Oct. at d'light.
SHANGHAI ... Choysang ... Fri. 3rd Oct. at d'light.
MANILA ... Loongsang ... Fri. 3rd Oct. at 3 p.m.
STRAITS & Calcutta ... Chaksang ... Tues. 7th Oct. at 3 p.m.
W'wei, C'foo & N'chwang Loksang ... Wed. 8th Oct. at d'light.
KOBE ... Yatsing ... Thurs. 9th Oct. at 5 p.m.
MANILA ... Yuensang ... Fri. 10th Oct. at 3 p.m.
STRAITS & Calcutta ... Laisang ... Tues. 14th Oct. at 3 p.m.
CALCUTTA ... The line has now been re-organized and affords regular sailings to Calcutta & via Singapore and Penang.
Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.
SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.
MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.
HAI PHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong and other ports.
BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up to date accommodation for passengers.
Cargo bills of lading for Katat, Jesselton, Labuan, Tawau and Labud Davao.
TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Chefoo.
Under Straits Government Passport Regulations.
All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.
For Freight or passage, apply to
JARDINE MATHESON & CO., LTD.
General Managers.
Telephone No. 215.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamers.	For	Date of arrival	Date and Time of departure.
"ST. ALBANS"	Melbourne, via Queensland Ports	7th Oct.	Early Nov.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.
A duly qualified Surgeon and Stewards are carried on each vessel.
For Passage Rates and Further Particulars Apply to:
GIBB, LIVINGSTON & CO.,
AGENTS.

SHIPPING

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"CELEBES MARU" ... Thursday, 30th Oct.
"ALPS MARU" ... End of November.
CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"SIAM MARU" ... Tuesday, 30th Sept.
"NANKING MARU" ... Friday, 10th Oct.
"SEATTLE MARU" ... Middle of November.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.
"UNNAN MARU" ... Wednesday, 1st Oct.

SYDNEY & MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"LUZON MARU" ... Beginning Oct.
VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"CHICAGO MARU" ... Tuesday, 30th Sept.
"MANILA MARU" ... Wednesday, 15th Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"HOTEN MARU" ... Sunday, 28th Sept.

TAKAO via SWATOW & AMOY.
"SOSHU MARU" ... Thursday, 9th Oct.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SOEGAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR
FREIGHT BETWEEN

HONGKONG,

BANGKOK

and/or

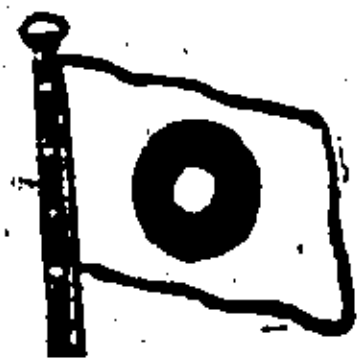
SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 149 & 155.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

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Taking Cargo on through Bills of Lading to Pacific Coast Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING CO.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

(Calling at Shanghai and Kobe.)

"OLEN" ... About October 11th.
"ICONIUM" ... October 22nd.
"SEATTLE SPIRIT" ... October 25th.
"WHEATLAND" ... November 1st.
"EDICOT" ... November 30th.
"GREYCOVER" ... December 20th.

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"HARTLAND" ... November 14th.
"RISHMANA" ... November 30th.
"MONTAGUE" ... December 15th.

Through Bills of Lading issued to OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone 2477 & 2473

5th Floor, Hotel, Manama

SHIPPING

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER.

via MANILA & SHANGHAI

STEAMER "BESSIE DOLLAR" ... about 10th Oct.

FOR SAN FRANCISCO U.S.S.B.B.

"WEST HEPBURN" ... Middle of Oct.
Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to:—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING
THIRD FLOOR

TEL. 795.
792.

Lloyd Triestino

S.S. "NIPPON"

For Singapore, Colombo, Port Said and Trieste.
about end November.

First class passenger accommodation—single and double berth cabins also cabins with 3 berths at reduced rates.

For further particulars apply to

DODWELL & CO., LTD.
Agents.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"Euryedon" ... via Panama ... 11th Oct.
"Euryates" ... via Panama ... 7th Nov.
"City of Newcastle" ... via Suez ... 30th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

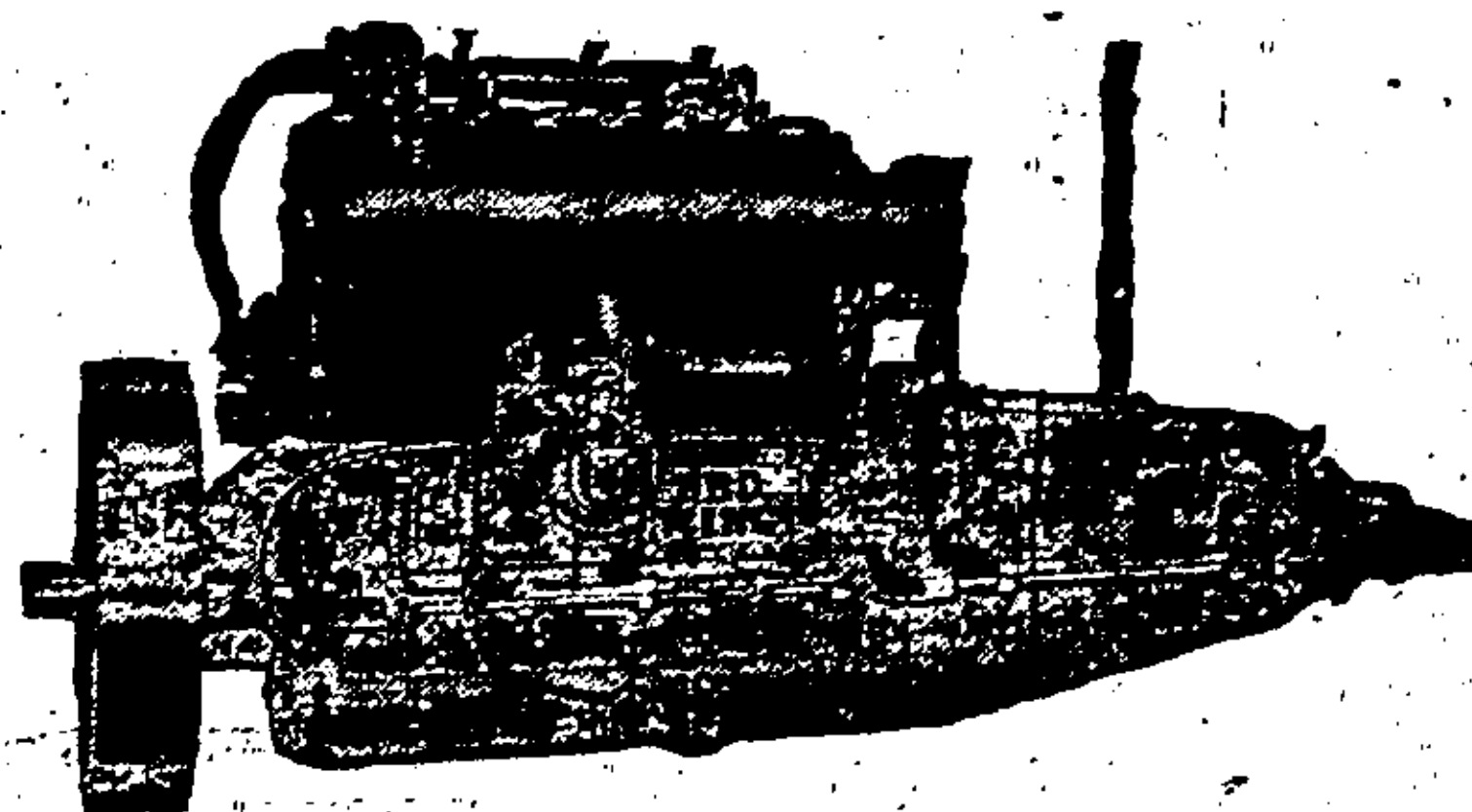
For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO CANTON.

NOTICE.

RED WING THOROBRED

THE MARINE MOTOR WITH POWER TO SPARE



GENERAL DESCRIPTION

This motor is a four cycle, four cylinder L head type motor. In general appearance it is compact and clean cut, yet there has been incorporated the greatest degree of accessibility for such adjustments as daily service requires. Careful design and manufacture under the most rigid system of inspection and final test ensures a motor of extreme refinement, that is quiet, smooth running and powerful with the added and very important feature of economy of operation. The large valves, free intake and exhaust passages and carefully balanced and light weight reciprocating parts make this motor unusually powerful at the slow speeds as well as the higher speeds up to 1400 R.P.M. There is no unpleasant vibration at the high speeds.

In order that this motor shall stand up and have endurance under severe conditions, there have been provided liberal proportions of such feature as bearing area, water jacket volume and connecting rod & crank shaft strength. Lubrication is direct and positive. The use of accurately graduated, helical timing gears and entirely enclosed and lubricated push rods, valve springs, etc., make one of unusual silence in operation.

4 MODELS IN STOCK—14 TO 40 HORSE POWER

SHEWAN TOMES & CO.
MOTOR DEPARTMENT.

Garage No 7 Russell St.

Phone 659.

SHIPPING

JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Java-China-Japan Lijn.

General Managers,
York Buildings.

Telephone No. 1574.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. YOKOHAMA M. (European Line) left London for this port via the Suez Canal on the 23rd August, and is expected here on the 1st October.

The Admiral Line s.s. OLEN will arrive at Hongkong about September 30th, from Portland via usual Japan ports and Shanghai.

The N. Y. K. s.s. TAMBA M. (European Line) left London for this port via the Suez Canal on the 9th Sept., and is expected here on the 18th Oct.

The N. Y. K. s.s. HOSEI M. (Bombay Line) left Bombay for this port on the 9th Sept. and is expected here on the 2nd Oct.

The American & Manchurian Line s.s. CITY OF FLORENCE is due to arrive here about 5th October.

The American & Manchurian Line s.s. CITY OF NEWCASTLE is due to arrive here about 10th November.

The American & Oriental Line s.s. MINERIO is due to arrive here about 5th October.

The R. M. S. MONTEAGLE left Vancouver for Hongkong, via Japan ports and Shanghai on the 17th Sept., and is due here on or about the 15th Oct.

The s.s. METHVEN arrived at Yokohama on 20th Sept., and is due at Vancouver, on 6th Oct.

The T. K. K. s.s. KOREA M. arrived at Yokohama, on the 23rd instant and sails on the 26th for Honolulu and San Francisco.

The N. Y. K. s.s. TENSIN M. (Bombay Line) left Singapore for this port on the 24th Sept., and is expected here on the 1st Oct.

The N. Y. K. s.s. ATSUTA M. (European Line) left Kobe, for this port via Moji & Shanghai on the 23rd Sept., and is expected here on the 2nd Oct.

The N. Y. K. s.s. TSUYAMA MARU (European Line) left Kobe for this port via Moji and Shanghai on the 23rd Sept., and is expected here on the 2nd Oct.

The P. & O. s.s. KHIVA left Singapore for this Port on the 25th instant, at 10 a.m. and is due here the 30th instant at about 7 a.m.

The N. Y. K. s.s. SHINGO M. (Bombay Line) left Bombay for this port via Singapore on the 24th Sept., and is expected here on the 14th October.

TIDE TABLE.

22nd to 28th September 1915.

Day of Month	High Water	Low Water	Day of Month	High Water	Low Water
Sept.	Mean Time.	Mean Time.	Sept.	Mean Time.	Mean Time.
22	5:58	1:11	28	5:58	1:11
23	6:01	1:14	29	6:01	1:14
24	6:04	1:17	30	6:04	1:17
25	6:07	1:20			
26	6:10	1:23			
27	6:13	1:26			
28	6:16	1:29			
29	6:19	1:32			
30	6:22	1:35			

m morning, a afternoon.

CONSIGNEES

NOTICE TO CONSIGNEES

TOYO KISEN KAISHA

s.s. "TENYO MARU"

arrived from SAN FRANCISCO, HONOLULU, JAPAN PORTS.

Thursday, September 25th.

Consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Wednesday October 1st. All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Friday, October 3rd, at 2 A.M.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

T. DAIGO.

Manager.

Hongkong, 25th September, 1915.

HONEYMOON TRAGEDY.

On his honeymoon tour, the Rev. George C. Walrond Sweet, chaplain attached to the headquarters of the Army of the Rhine and rector of Symondsbridge, was drowned on Thursday evening in the Cherwell at Oxford, in the presence of his wife, Mr. and Mrs. Sweet engaged a punt at Tim's boathouse and went for a trip on the river. On returning about 7 o'clock, when within 300 yards of the boathouse, the punt pole was embedded in mud, and in attempting to dislodge it the pole broke. Mr. Sweet fell on the side of the boat, and then overbalanced into the river. His wife tried to reach him, but without success, and then jumped into a second punt and from that into another boat, but failed to reach him, and he disappeared. The body was not recovered until a quarter of an hour had elapsed, and life was then extinct.

THE BRITISH ANTI-FOULING COMPOSITION AND PAINT COMPANY, LTD.

HONGKONG:

BRADLEY & CO., LTD.

TORPEDO



HONGKONG:

THE BANK LINE, LTD.

Anti-Corrosive and Anti-Fouling Compositions

All manufactured at the Company's Works, BARKING, ESSEX.

CONTRACTORS TO THE ADMIRALTY

These well-known Compositions afford unsurpassed protection against Rust and Fouling. Their firm adherence and smooth, unbroken surface tend to increase speed and save coal consumption.

AGENCIES AND STOCKS AT ALL THE PRINCIPAL PORTS.

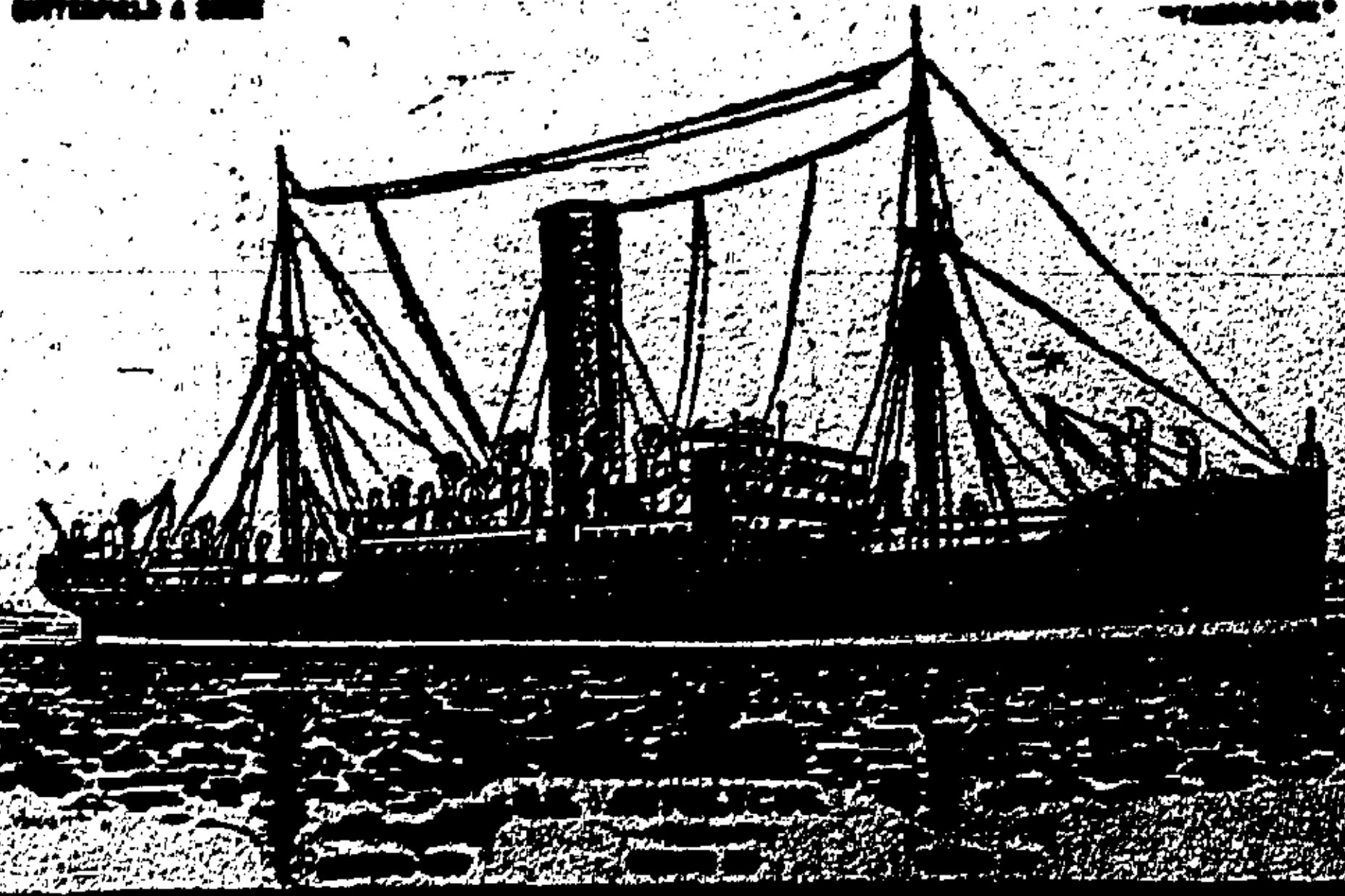
HEAD OFFICE: 130, FENCHURCH STREET, LONDON, E.C. 3.

And at Cardiff, Liverpool, Newcastle-on-Tyne, Glasgow, Sunderland, West Hartlepool, Middlesbrough, Hull, Southampton, Dunkirk.

NEW YORK—THE FEDERAL COMPOSITION & PAINT Co., Ltd., 17, BATTERY PLACE.

THE Taikoo Dockyard and Engineering Co. of Hongkong Ltd.

BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION



NEW ADVERTISEMENTS.

THE VICTORIA.

TO-NIGHT'S TREAT
"THE PRIZE PACKETS"
 (An English Vaudeville Co.)
 For Two Nights in Entirely
 New Programmes.

PEARL WHITE
 IN
"THE LIGHTNING RAIDER"
 Episodes 9 & 10.

"THE PRIZE PACKETS":

Xaida Stella will sing "There go the girls" & "Follow the tramline."
 Queenie Lloyd will sing "The Girls Know."
 La Petite will sing "Pal'o Mine" & "Halt; who goes there."
 A Musical Melange, introducing "The Rosary" & "The Bells of St. Malo" by the three sisters Weatherly.
 La Petite Zilla will sing "Hindustan" (by request).
 Song Scene "Bachelor Days" Xaida Stella.
 "That's the stuff to give'em" (by request and a few twiddlesties Queenie Lloyd).
 Duo "The Costers Christening" La Petite Zilla and Xaida Stella.
 Final and Dance.....The Company.

The programme is subject to alteration as necessity may require.

FOR LIFE--£300 A YEAR

CAN BE SECURED NOW AT THE HIGH EXCHANGE
 AT AGE 60: FOR H.K. \$14,532.70
 AT AGE 55: FOR H.K. \$16,785.05
 FOR OTHER AGES AND AMOUNTS, IN PROPORTION.

THE SUN LIFE ASSURANCE CO. OF CANADA.
 P. M. WELLER, 12, Powell's Buildings, Des Vaux Road, Central, Hongkong.
 Manager.

NOTICE.

H. E. Sir Edward Reginald Stubbs, K. C. M. G., will arrive in the Colony on the morning of Tuesday the 30th September and will land at Blake Pier at about 10 o'clock when he will proceed to the City Hall where the Address of welcome will be read and presented to him.

The Public (including ladies) are invited to attend at the City Hall not later than 10 a.m. to welcome His Excellency.

H. J. GEDGE,
 Hon. Secretary.
 Reception Committee.

NOTICE.

UNIVERSITY OF HONGKONG.
 Matriculation, Senior & Junior Local Examinations.

Notice is hereby given that these Examinations will commence on December 8th 1919.

Entry Forms can be obtained on application to the Registrar, and must be returned to him duly filled in together with the fee \$10 (Hongkong Currency) on or before October 15th 1919.

N. TEESDALE MACKINTOSH,
 Registrar.
 Hongkong, 26th September, 1919.

NOTICE.

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

Notice is hereby given that the Share Register and Transfer Books of the Company will be closed from the 1st to the 6th, prox. both days inclusive.

By Order of the Board,
 R. M. DYER,
 Chief Manager.
 Hongkong, 22nd September, 1919.

NOTICE.

DOUGLAS STEAMSHIP CO., LIMITED.

The Ordinary General Meeting of the above Company will be held at the Company's Offices at Noon on Saturday the 27th inst. 1919.

The Transfer Books of the Company will be closed from the 19th to 27th instant both days inclusive.

DOUGLAS LAPRAIK & CO.
 General Managers.
 Hongkong, 11th September, 1919.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
 AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer "IXION"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 27th September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 3rd Oct. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 17th October, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 27th September, 1919.

NOTICE.

Our interest and responsibility in the business hitherto carried on by us under the name and style of W. R. Loxley & Co. at Hongkong, Canton and London, Merchants, ceased on 1st April 1919.

The said business as from that date has been acquired by J. A. Russell & Co., Kuala Lumpur, F. M. S. who have assumed all responsibility for the liabilities of the firm as existing on that date and properly contracted during the period from that date to the present date.

John Montgomery Beattie, Andrew Beattie, Matthew Poole Beattie.
 Hongkong, 24th September, 1919.

NOTICE.

We have acquired the business hitherto carried on by Messrs. W. R. Loxley & Co. at Hongkong, Canton and London and shall continue to trade under the same firm name and style.

The business having been taken over as a going concern as on the 1st April, 1919, the proper liabilities of the firm as on that date and those contracted since in carrying on the business are assumed by ourselves.

John Archibald Russell, Donald Oscar Russell, Robert Cecil Russell.
 Hongkong, 24th September, 1919.

NOTICE.

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS
 The Twenty-third Ordinary Annual Meeting of the Shareholders in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on Saturday 11th day of October 1919 at 12.30 o'clock in the afternoon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1919.

The Transfer Books of the Company will be closed from 1st to 11th October 1919 both days inclusive.

By Order
 M. MANUK,
 Secretary.
 Hongkong, 22nd September, 1919.

NOTICE.

THE CHINA LIGHT & POWER CO., (1918) LTD.

Notice is hereby given to shareholders of the above named Company that the Transfer Books will be closed from Tuesday the 23rd September 1919, until Tuesday the 30th September 1919, both days inclusive.

SHEWAN TOMES & CO.
 General Managers.
 Hongkong, 16th September, 1919.

NOTICE.

KOWLOON CRICKET CLUB.

The Annual General Meeting of Members of the Kowloon Cricket Club, will be held in the Club House on MONDAY, the 29th September, 1919, at 5.30 p.m.

BUSINESS.
 Report and Accounts 1918-1919
 Election of Officers 1919-1920
 General.

KOWLOON CANTON RAILWAY.
 (British Section)

NOTICE.

Additional trains will run as follows commencing Saturday 27th September and until further notice.

On Saturdays
 From Kowloon 12.01 p.m.
 " Shum Chun 5.04 p.m.
 On Sundays and Public Holidays
 From Kowloon 11.33 a.m.
 " Shum Chun 5.04 p.m.
 By Order,

ROBERT BAKER,
 Manager.
 Kowloon, 26th September, 1919.

NOTICE.

All persons with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.
 E. D. C. WOLFE,
 C. S. P.
 Hongkong, 5th September 1919.

NOTICE.

It is hereby notified that on and after the 1st October, 1919 Rickshaws will run on Caine Road and Bonham Road. Stands will be at the following places:—

1. University.
2. Junction of Bonham Road and Centre Street.
3. Nechersole Hospital.
4. Junction of Caine Road and Old Bailey.
5. At top of Glenealy.

CAPTAIN SUPERINTENDENT OF POLICE.
 Hongkong, 26th Sept., 1919.

NOTICE.

UNIVERSITY OF HONGKONG.
 The University of Hongkong invites immediate applications for the posts of part-time lectureships in the following subjects:

- Applied Mechanics (Lectures and Laboratory).
- Geometrical Drawing.
- Strength of Materials.
- Iron and Steel.
- Machines.
- Structures.
- Drawing Office Work (Machines and Structures).

Duties will commence on Sept. 29th 1919.

Full particulars can be obtained from the DEAN of the Faculty of Engineering.

N. TEESDALE MACKINTOSH,
 Registrar.

NOTICE.

THE HONGKONG STEEL FOUNDRY CO., LTD.

Notice to Shareholders.

The Ninth Ordinary Yearly Meeting of Shareholders in the above Company, will be held at the Company's Office, St. Georges Building, Hongkong, on Tuesday the 30th September, 1919 at 11.30 a.m. for the purpose of presenting the Report of the General Managers and Statement of accounts to 31st May, 1919.

The Transfer Books of the Company will be closed from 23rd September to 30th September 1919, both days inclusive.

GORDON & CO.
 General Managers.
 Hongkong, 16th September, 1919.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE is hereby given that an Extraordinary General Meeting of Humphreys Estate and Finance Company, Limited will be held at the Hongkong Hotel on the 10th day of October 1919 at noon, when the subjoined resolution, which was passed at the Extraordinary General Meeting of the Company held on the 24th day of September, 1919, will be submitted for confirmation as a Special Resolution.

"That the new articles already approved by this meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the Articles thereof."

Hongkong, dated the 26th day of September, 1919.
 By order of the Board,
 G. BAPP,
 Secretary.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY, the 30th September 1919.
 commencing at 11 a.m.

at the Kaulung Sze Yauk Kaifong Ferry Co., Ltd. Wharf, Mongkok

The Steam Launch "Sze Yauk"

Length 60'8"
 Breadth 12'0"
 Depth 5'3"
 Tonnage Gross 25.85
 Tonnage Nett 17.67
 Terms: Cash on delivery.

Geo. P. LAMMERT,
 Auctioneer.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6 Des Vaux Road Ctl. Hankow Branch: Panoff Building.

FOR THE YEAR TO COME
 Precaution is important in all things. This applies to your own finances. The best way of providing for the future, freely, is by
OPENING A SAVINGS ACCOUNT WITH US.
 \$1 to start.
 SYSTEMATICALLY it will grow to THOUSANDS.

NEW ADVERTISEMENTS.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY, the 2nd Oct. 1919.
 commencing at 11 a.m.

at No. 31 Godown of the Hongkong and Kowloon Wharf & Godown Co. Ltd. Kowloon.

- 34 coils Galvanized Wire Gauge 18, each 1 picul
- 34 coils Galvanized Wire Gauge 19, each 1 picul
- 34 coils Galvanized Wire Gauge 20, each 1 picul
- 34 coils Galvanized Wire Gauge 21, each 1 picul
- 34 coils Galvanized Wire Gauge 22, each 1 picul

at Godown L

255 pieces Mild Steel Angles 2" x 2" x 5/16" x 20' 23"

at Godown E

147 pieces Mild Steel Angles 2 1/2" x 2 1/2" x 5/16" x 18'

187 pieces Mild Steel Angles 2 1/2" x 2 1/2" x 5/16" x 20'

29 pieces Mild Steel Angles 2 1/2" x 2 1/2" x 5/16" x 21'

59 pieces Mild Steel Angles 2 1/2" x 2 1/2" x 5/16" x 23'

Terms Cash on delivery
 Geo. P. LAMMERT
 Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

SAURDAY, the 4th Oct. 1919
 commencing at 10.30 a.m.

at No. 1 Saifee Terrace (Top Floor), Kowloon.

A Quantity of Valuable Household Furniture
 comprising:—

Teak Sideboard, dinner wagon, dining table and chairs, Ice chest, Filter, Iron bedstead, Teak wardrobe with bevelled mirror, Dressing table, Sewing machine, Japanese Pictures, Electric Lamp, fan and fittings etc, etc, etc.

On view on day of sale.
 Catalogue will be issued.
 Terms: Cash on delivery
 Geo. P. LAMMERT,
 Auctioneer.

ERNEST HAECKEL.

POPULAR EXPOSITOR OF DARWINISM.

Commenting on the death of Professor Ernst Haeckel, on August 8 at his house at Jena, after a long illness, the Times says his name was familiar in all scientific circles as a traveller, zoologist, and materialistic philosopher, even more familiar to the unlettered as a popular expounder of the theory of evolution in its crudest form, and since the outbreak of the war, notorious as a venomous protagonist of the German case.

Ernst Heinrich Haeckel was born at Potsdam, but passed his schooldays at Merseburg, where his father, Councillor Haeckel, had moved. As a boy he was interested in botany, and when he was about 18 years old it was decided that he should study at Jena under Schleiden, the famous botanist and first describer of the vegetable cell. An attack of rheumatism, contracted as the result of a fall into a river, when in quest of a rare plant, changed his plans, and he studied medicine at Wurzburg under Kolliker and Leydig, and at Berlin, where he owed much to the famous comparative anatomist, Johannes Muller. He took his doctor's degree in 1857, and went to Vienna for hospital experience.

Haeckel practised as a physician only for a few years, during which he took little interest in his profession and gradually came to devote himself entirely to zoology. In 1861, soon after Gegenbauer became Professor of Anatomy at Jena, Haeckel became a lecturer in the same university. A year later he was appointed extraordinary Professor of Zoology and Director of the Zoological Institute, and in 1865 full Professor. At Jena he remained for the rest of his long life, refusing offers of preferment to other universities.

A ZOOLOGIST'S TRAVELS.

The duties of his post made it possible for him to indulge a taste for travel, which he turned to excellent zoological purpose. In 1855 he had visited the Riviera with Kolliker, and investigations that he conducted there resulted in a treatise on the microscopical anatomy of the crawfish. In 1859 he spent six months at Messina, where he worked at marine organisms and collected material for a monograph in two folio volumes on the Radiolaria.

In 1866 he visited Charles Darwin at Down, and then sailed for the Canaries, where he studied jellyfish, later on publishing some of his results in an important monograph on the Siphonophora. In 1869 he visited Scandinavia, 1871 Dalmatia, 1873 Greece, Asia Minor, and the Red Sea, the last trip supplying materials for a work on Arabian corals. In succeeding years he visited Corsica and Sardinia, Ithaca and Corfu, the Adriatic, and Brittany. In 1881 he went to Ceylon, in 1887 to Palestine, in 1889 to Russia, and in 1900 to Singapore, Java, and Sumatra. He wrote three volumes of travel, in which personal experiences and botanical, zoological, and anthropological observations were well described and pleasantly mingled.

Haeckel was a clever artist with brush and pencil, and he brought back from his travels a series of landscapes of considerable technical merit. This talent he applies extensively to his work in systematic zoology. The memoirs to which reference has already been made and his four great contributions to the H.M.S. Challenger Reports—"Deep Sea Medusae" (1882), "Radiolaria" (1887), "Siphonophora" (1888), and "Deep Sea Keratosa" (1889)—were superbly illustrated with coloured and uncoloured drawings.

This facility improved the appearance rather than the value of his work. It was his habit to complete the drawings and to write the text from these rather than from the actual specimens and dissections. He was not infrequently misled by the tendency to schematize, and to generalize which he had crystallized in artistic rather than scientific interpretation.

DARWINISM.

Haeckel was one of the first of the German converts to Darwinism. He read the "Origin of Species" in 1860. The doctrine at once took shape in his mind as an infallible major proposition from which all the facts concerning the bodies of animals and plants and the minds of animals and of man could be deduced as clear-cut laws. It was an attitude totally different from that

of the cautious Darwin, who worked by induction. Haeckel had a shiner, was with facts and with difficulties. He avoided them or denied them or invented more convenient substitutes. He hailed Darwin as the Copernicus of the organic world. Astronomers, following Copernicus and Kepler and Newton, predicted the existence of planets to explain perturbations; and the planets were, generally found. Haeckel with equal certainty predicted, drew, and described hypothetical animals to fill the gaps which he found in his scheme of descent. Unfortunately none of his hypothetical animals were discovered. In the progress of knowledge the fault has generally proved to lie not with Darwinian theory, but with Haeckel's schematic and dogmatic interpretation of it.

None the less, Haeckel achieved a great and in many ways a just reputation as a brilliant popular expositor of evolution. The doctrine had to be driven into the resistant heads of mankind against a prejudiced opposition often as schematic and as dogmatic as that of Haeckel. His "General Morphology of Organisms" (1866), "Natural History of Creation" (1868), "The Last Link" (1898), and "The Riddle of the Universe" (1901) were translated into many languages. Their simplicity and directness, and the prophetic assurance with which the doctrines were presented as the whole truth, gained for them a popularity that a more scientific spirit would have missed.

RELIGIOUS PROBLEMS.

Haeckel, like Huxley, passed from medicine to zoology, from zoology to philosophy, and from philosophy to a discussion of religious problems. Huxley addressed his technical works to scientific specialists, his more general essays and presentation of Darwinism to the general public; but discussions of philosophy and of religion were never in the form of propaganda addressed to the ignorant.

Haeckel was as dogmatically certain of the nature of God, free will, good and evil, as he was of the shape of a jellyfish, and described them as positively. It would require an elaborate discussion to compare the monism of Haeckel with the religious views of Huxley, and it is probable that each would prove equally interesting to the student of philosophy and equally repugnant to those who accept the tenets of revealed religion. But Huxley, at least in his later writings, did not jar on minds accustomed to controversy even on grave themes. Haeckel became the tub-thumper of what appeared crude atheism, and by his methods acquired an obnoxious reputation which his actual views hardly deserved.

If Haeckel had died 10 years ago he would have secured a more honourable place in English memory. Since then two events have taken place. The progress of exact scientific work discovered many flaws in his work, which he neither recognized nor attempted to correct. His attitude in the war shocked most of his large circle of English admirers and friends. He was one of the signatories of the notorious letter issued in October, 1914, in which 93 leaders of German science and German thought proclaimed the German case in its most aggressive form, denied the Belgian atrocities, and defended Kultur and militarism.

Never a word came from him in protest against any of the successive crimes of Germany, and in letters to England, as when he resigned his membership of the Rationalist Press, he stated his undying hostility to this country. The English people are ready to make large allowances for patriotic feeling even when exhibited by enemies, but the exuberance of his defence of Germany and the intolerant spirit of his attitude to a country from which he had received so much honour and which he knew so well passed all limits.

BOY'S 300-MILE TRAMP.

After tramping the 300 odd miles from Glasgow into mid-Wales a 14-year-old boy was engaged by a Montgomeryshire farmer. He wrote home, and following a reply that his father was ill he disappeared. The farmer found that one of his horses had disappeared as well, and it transpired that the lad had taken it, intending to ride home. At Welshpool, however, he fell in with some soldiers of the K.O.S.B., who persuaded him to return the horse and subscribed his railway fare home.

COMPANY MEETING.

THE DOUGLAS STEAMSHIP CO., LTD.

The thirty-sixth ordinary general meeting of the Douglas Steamship Company Ltd., was held at the offices of the Company to-day at noon. Mr. G. W. Barton presided, and there were also present Messrs. D.G.M. Bernard, J.W.C. Bonnar, and W.E. Clarke (Consulting Committee); Mr. J.E. Gomes (Secretary) and Messrs. W. Logan, Ho Leung, N.V.A. Croucher, Lo Cheung-shui, J.S. Perry, Chun Tong, Chun King-yue and U. Razack (shareholders).

The Secretary having read the notice convening the meeting.

The Chairman said:—Gentlemen, The report and accounts with the auditors' certificate attached having been in your hands for some days, I will, with your permission, take them as read. Though we had been in hopes that the year's working would have shown even better results I think we may regard the profits earned as quite satisfactory and I trust the proposed distribution of same will meet with your approval. Docking charges on all the steamers have been very heavy and loss of earnings was caused by their detention while in dock's hands. The "Haiyang" was released from Government requisition on 23rd Dec. last and the "Haiching" on 17th Feb. last and each had to undergo an extensive overhaul after their strenuous work of the last 20 months, the Government only defraying the cost of the actual damage caused by them. Application has been made to them for a further grant towards the cost of the general reconditioning of the steamers, but we must not be too sanguine of getting same made. The installation of an Oil Plant into the s.s. "Haiching" took much longer than was at first anticipated and after some initial troubles is now running satisfactorily.

The fire which occurred in October last on "Haihong" and an accident to the Haitan's boiler necessitated extra docking and a charge on the underwriting account of the Company.

Investments in sterling, Japanese and Straits currency have been written down in the accounts to exchange rated ruling on 30th June last. Investments in shares in local Companies you will see noted show a profit at market rates of some \$13,000, for which we have not taken credit in accounts.

Bonus to Steamers' officers.—This item is not shown separately in the present accounts as officers' pay all round has been increased to amounts which include the amounts of the bonus grant.

Our old friend the "Haitan" has been sold subject to inspection for delivery shortly and we hope to acquire in her place a vessel of an up to date type. The amount appearing as freights, accounts receivable agency balances has since been collected. Coast trade in spite of the disturbed state of the country has been quite satisfactory for the last three months, this, combined with slightly lower price for coal and much smaller dock bills should place the Company in a very good position in the present year. I now beg to propose the adoption of the report and accounts as presented and after the resolution has been seconded I shall be pleased to answer any questions shareholders may desire to ask.

Mr. Perry:—Mr. Chairman and Gentlemen.—With your permission I should like to make a few remarks, and give expression to the feeling of appreciation in which I am sure all the shareholders will join. The satisfactory results obtained this year in spite of the high price of coal, docking charges and other incidental expenses are undoubtedly due to the foresight good management and the untiring efforts on the part of the General Managers and the Directors ably assisted by their staff to promote the interest of the shareholders. Our thanks are therefore due to them for presenting us with such a satisfactory report, and if we are fortunate in meeting with similar success year after year I do not think we could wish for anything better. With these remarks, Gentlemen, I have much pleasure in seconding the adoption of the report and accounts.

There being no questions, the motion was put to the meeting and carried unanimously.

On the proposition of Mr. Lo Cheung-shui, seconded by Mr. Chun Tong, Messrs. D. G. M.

BARON MAKINO ON THE CONFERENCE.

JAPAN'S SUCCESSES AND FAILURES.

The following statement is attributed by the *Mainichi* to Baron Makino, one of the Japanese peace delegates, who has just returned home from Paris:—

"The war has done much towards bringing all countries together on a common basis of political thought. For instance, once the principles of self-determination and of justice and humanity were advocated by President Wilson their effect upon the world was wide and far-reaching. The demand for independence or self-government by India, Persia and Ireland coming in its wake. Many important questions assumed an international character. Far Eastern questions, discussed in Tokyo, are immediately wired to Western countries." With reference to the ridiculous statements made about the "exclusion" of Japan from the Council Baron Makino said: "At the Peace Conference at Paris, important questions were settled by the Council of Five, but the Saar question and the frontier problem were settled by the so-called Council of Four. This fact seems to have given rise to misunderstandings in some Japanese minds. It is not my intention to defend the position of the Japanese delegates in this connection, but as I am fully acquainted with the nature of the Council of Four I may be called upon to say a few words on the subject. Be it understood that there was no change in the position Japan held at the Peace Conference. All important questions, including subjects relating to the preservation of world-peace and those concerning the League of Nations, were discussed and decided by the Council of Five. It is true that in the discussions of some questions in which Japan had no direct interest I did not participate, but I can say without breach of faith that none of the delegates of the other Powers willingly kept anything from the knowledge of the Japanese delegates nor did they exclude us from their conferences. These circumstances will, I hope, become clear to the Japanese people as time passes."

"Regarding the Shantung question, there existed many misunderstandings about Japan's attitude, and the question at one time received a setback. But when it was made clear to the Powers that Japan had no other ambition regarding Shantung than securing economic rights in the territory, difficulties were easily got over. Japan's claims and my efforts in connection with the racial equality question unfortunately met with failure, but nevertheless I think that Japan's assertions have been fully appreciated by the world. This is the reason why I declared, at the final session to discuss the question, that the matter would be taken up by Japan at some future opportunity, as the Japanese people were most enthusiastic over the abolition of all distinctions between races. It is not clear whether Japanese will present the question to the League of Nations Conference at Washington in October. It will be taken up by Japan when she becomes assured of the prospects of its approval by the world."

"The Korean question is attracting great public attention at the present time. Japan's administrative policy of Korea and the steps taken by the Japanese Government in dealing with the recent disturbances have been minutely wired to Western countries. As the future course of the question is being watched by the world with considerable interest great care must be taken by Japan in ruling Korea."

Bernard, J. W. C. Bonnar, and W. E. Clarke were re-elected to the Consulting Committee.

Mr. W. Logan proposed the re-election of Messrs. A. R. Lowe and C. Bernard Brown as auditors for the ensuing year at a remuneration of \$500 each per annum.

This was seconded by Mr. Croucher and carried.

This was all the business, the Chairman announcing that dividend warrants would be ready on Monday next.

PASSENGERS ARRIVED.

Arrived per s.s. *Empress of Asia*:—
Miss F. Alexander, Mr. G. H. Borstian, Mr. C. M. Burrell, Jr., Mr. H. C. Clapp, Mrs. G. Edwards, Miss V. Froberg, Mr. A. G. Gordon, Mr. & Mrs. W. F. Hamilton, Miss G. Hume, Mr. and Mrs. J. J. Harrington, Mr. W. J. Hutcheson, Mr. C. C. Judd, Mrs. T. L. James, Mr. and Mrs. C. U. Knox, Mrs. W. Lane, Mr. & Mrs. W. H. Larkin, Miss Mortlock, Mr. A. Montgomery, Mr. Nicoll, Mr. A. R. Nowell, Dr. Anna M. Otto, Mr. and Mrs. Chas. Pryce, Mr. C. Pederson, Dr. Mary Roberts, Mrs. A. Ritchie, Mr. P. Silva, Miss K. Tucker, Miss M. Wyman, Mr. & Mrs. D. J. E. Farmer, Mr. W. M. Farmer, Mrs. A. J. Ammen and inf., Mr. E. Amsbulo, Mr. and Mrs. J. A. Connor, Mr. Co Chang Juan, Mr. and Mrs. L. Chang, Mr. J. Q. Capinpin, Mr. P. D. Degullien, Mr. A. Eraser, Mr. and Mrs. E. O. Gurney and child, Mr. and Mrs. Geo. Harris, Mr. and Mrs. F. Karl, Mr. J. Kwok, Mr. Te Cheng Tiong, Mr. R. M. Kelsey, Mr. Leung Shunk, Miss Leung Fong Goo, Miss Leung Fong-thiu, Mr. Leung Yee, Miss Leung Tuy, Miss Leung Chong, Mr. Lim Jim, Mrs. Siao Kiu, Mr. A. S. Moses, Justice and Mrs. P. M. Moir, Mr. and Mrs. C. H. McClure and inf., Mr. A. Monticola, Mr. and J. L. Ollier, Mr. M. Oleott, Mr. A. T. Poco, Mr. R. Bruce, Mr. E. Beaufelot, Dr. and Mrs. D. P. Caldwell, Mr. M. H. Day, Mr. W. B. Frazer, Miss S. C. Farrell, Kuang Huang, Dr. Wm. M. Hardy and family, Mr. Shushi Han, Miss A. Hamilton, Rev. and Mrs. P. Jenkins, Miss R. B. Jupp, Mr. W. R. Jones, Mr. Y. C. Lee, Mrs. J. de P. Lynch, Miss L. Mayer, Mrs. S. Mason and inf., Mrs. J. F. Neccoll, Mr. R. A. Nicholson, Mr. and Mrs. W. Von Norman, Mrs. A. B. Palmer, Capt. Paul, Mr. and Mrs. P. A. Reichel, Miss M. M. Bust, Mr. and Mrs. J. L. Martin, Rev. J. B. Temple, Mr. L. M. Whyte, Mr. R. W. L. Wright, Master D. J. E. Farmer, Miss M. Allan, Mr. F. W. Ashurst, Mr. P. Brownman, Mr. T. A. Clancy, Mr. Chang Bow, Mr. and Mrs. S. Conception, Mrs. Tuong Hio, Mr. D. T. Denay, Mr. D. J. Fleming, Mr. Geo. O. Hagen, Mr. Ong Hoonat, Mr. O. Hagen, Mr. S. Kwie, Mr. Teh Kim-huan, Mr. Poon-ka, Mr. and Mrs. J. E. Latham, Mrs. Che Sui-yong, Leung Shang-fack, Master Leung Wux-shang, Mrs. Chin Kun, Master Leung Lun-so, Mr. Leung Lou, Mr. Lim Con, Mr. Lim Eng-suy, Mr. Lim Florento, Mr. B. Mizrahi, Miss C. and Miss E. McClure, Mr. S. Nasir, Mr. and Mrs. C. G. Nulson, Master and Miss Nulson, Mr. E. Peaslee, Mr. O. de Rora, Mr. F. Robles, Miss R. Sanchez, Mr. Sam Sing, Mr. F. Schad, Mrs. E. Simpson and Miss Olive Simpson, Mr. Genzo Tanaka, Lt. T. S. Twigg, Mr. E. Walsh, Mr. J. W. Wheeler, Mr. Wong Sik-pui, Mr. Wa Chuen-lin, Pascualia San Jose, Mr. and Mrs. M. T. Figueras, Mr. and Mrs. E. Patterson, Mrs. R. Reyes, Mrs. Yee See, Mr. Chin Wing Kong, Mr. Juana Cao, Mrs. T. M. Ashhurst, Mr. and Mrs. Geo. Robinson, Mrs. E. de and Mr. H. Ramirez, Mrs. E. Strassman, Major J. E. H. Stevenot, Miss T. Shannon, Mr. Ha Sing, Miss E. Coussaint, Mr. J. P. de Tavera, Miss F. K. Wenger, Mr. O. D. Walker, Mr. C. B. Waterman, Mr. and Mrs. F. E. Zullig and 3 children, Mr. W. E. Carter, Mr. Lim Foo, Mrs. E. Quinones, Mr. Chin Cui, Mr. Chin Wing-yu, Mr. Chin Wing-cheong, Mr. C. O. Y. Orpeza, Mr. A. Allean, Mr. Chin Yung-sing, Mr. Ho Lim-sie, Mr. Ho Hou, Mr. Lee Wing, Mr. Loi Yuen, Liang, Mr. Lee Wing, Mr. Loi Yuen, Mr. Oliver, Mr. Tom Ki, Mr. Wong Chong-ack, Mr. Wong Wah-tau, Mr. Pao Chang-yu, Mr. Chong Pek-cheong, Mr. Ty Catiam, Mr. Chua Sion, Mr. Go Chin-liong, Mr. Go Kee-kun, Mr. Go Chong, Mr. Dy Roc, Mrs. Akilata Delapina, Mr. Ne Han, Rev. Jos. Schipman, Rev. Ren Michielsens, Mr. T. D. Sipahae, Mr. Tan Tiam, Mr. Yu Yu-yong, Mr. Yu Na, Mr. Heert, Miss A. H. Durrant, Mr. Ho Gim-wet, Mr. Ho Niu-kary, Mr. Liu Yin-nam, Mr. Wing Leung, Mr. Lee Song, Mr. Frank Lee, Miss J. L. Mudge, Mr. Suez L. Ohoy, Mr. Tom Pan, Mr. Fred Wong, Mr. Wong Kai-eu, Mr. Co Sam, Mr. Chua Gai, Mr. A. and Master P. and Miss E. Duchay, Mrs. O. Alagon, Master A. and Master F. Alagon, Mr. Gan Kin-sing, Mr. Lim Kiao, Mrs. R. Del and 2 Misses Pan, Rev. J. Moorman, Rev. C. Hulabonch, Mr. C. J. C. Tengquisy, Mr. Tan Tec-sing, Mr. Yu Cao-co, Mr. Yu Yuang-co, Miss Tai Yamakami.

EUROPEAN HISTORY IN STAMPS.

PADEREWSKI'S PORTRAIT.

The story of the New Europe continues to write itself in serial form on the pages of the stamp album. Fresh items of historical interest are being added almost daily. Poland's latest contribution to the record is a series of six postage stamps, commemorative of the convocation of the National Diet, and includes the first stamp portrait of M. Ignace Paderewski as President of the Republic. This figure on the 15 fenngow value, lithographed in scarlet. The balance of the series is comprised as follows:—10f., claret (eagle); 20f., brown (M. Trampczanski); 25f., olive (Gen. Pilsudski); 50f., blue-green (eagle and sailing ship); and 1 mark, violet (eagle and victor's fasces). All are inscribed "Sejm 1919 Roku."

The delivery of Riga from the Bolsheviks has been marked by the issue of three postage stamps of special design by the Lettish Government, showing two female figures (presumably Riga and Lettonia) embracing before the walls of a city. In the foreground are seen a human skull and a withered bush, and the sky is illuminated by the Aurora Borealis. The values and colours of the three stamps are—3 kopeks, carmine; 15 kop., green; and 35kop., brown, lithographed and imperforated.

In the neighbouring Republic of Estonia the seventh centenary of the union with Denmark was celebrated by the creation of stamps of restricted validity, in a design representing sea-gulls on a stormy sea, inscribed Eesti Vabariik (Estonian Free State). These stamps were on sale for three days only, and the issue was limited to 3,500 specimens. Consequent on the adoption of a new currency unit here—viz., "pennia," instead of "kopecs"—new stamps in a large numeral design are in course of emission, of which only the 2 penni orange and 5 penni green are at present in use.

The residue of the former Austrian Empire (now designated "German Austria") has been provided with distinctive postage stamps, in supersession of those adorned with portraits and emblems of the house of Hapsburg. The new stamps have been surface printed by the State Printing Works, Vienna, in three designs by the eminent artist Joseph Franz Renner. The value 3, 6, and 12 heller show a post-horn, and those of 5, 10, 25, 45 heller and 1 krone the arms of the new State, while the hour remaining stamps are of allegorical design.

A uniform postage stamp series for the newly constituted kingdom of Serbia-Croatia and Slavonia will shortly replace the separate issues at present current in the various States. The main feature of the design will be a portrait vignette of the veteran King Peter I. in a characteristic setting. New stamps are also in preparation in Czechoslovakia, the subject designs of which will include the likeness of President Masaryk.

As a tribute to the defence of Liege in the early days of the war a special 25 centimes postage stamp adorned with the city arms has been placed on sale there.

The Rumanian Postal Agency in Constantinople, having recently been reopened, is provided with special postage stamps overprinted with a small circular cachet containing the inscription "Posta Romana-Constantinopol 1919." The Greek occupation of Asia Minor is commemorated in certain Turkish postage stamps, overprinted in Greek characters, "Hellenic Occupation of Cydonia," and issued in the Sanjak of Karassi.

Armenia will shortly be represented by stamps issued by the Republic of Azerbaijan, whose capital is the port of Baku.

AN "ANARCHIST'S" STORY.

Having declared himself to be an Anarchist under the influence of a secret society, and to be "spreading the movement among the troops," Thomas J. Webb was sentenced to six months' hard labour at Bow Street, London for wearing an army officer's uniform without authority. A list of seven convictions against the defendant was read, including a sentence of three years in a reformatory for theft in 1910, and three years' penal servitude for warehouse breaking. His military record was also bad, and he was described as "an inveterate liar."

EXCHANGE.

SELLING.	
T/T Demand	4/3 1/4
30 d/s	4/2 7/16
60 d/s	4/2 9/16
4 m/s	4/2 11/16
1/T Shanghai	4/2 13/16
T/T Singapore	Nom.
T/T Japan	17 3/4
T/T India	17 1/2
Demand, India	Nom.
T/T San Francisco & New York	86 3/4
T/T Java	223 1/2
T/T Marks	Nom.
T/T France	7 40
Demand, Paris	—

BUYING.	
4 m/s. L/C	4/3 1/4
4 m/s. D/P	4/3 1/4
6 m/s. L/C	4/3 3/8
30 d/s. Sydney and Melbourne	4 1/4
30 d/s. San Francisco & New York	88 1/8
4 m/s. Marks	Nom.
4 m/s. France	7 60
6 m/s. France	7 66
Demand, Germany	Nom.
Demand, New York	86 3/8
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
Demand, Manila	180
Demand, Singapore	177 3/4
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	Nom.
Sovereign	4.70 Nom.
Gold leaf per tael	38
Bar Silver per oz.	63 3/8
forward	63 1/4

SUBSIDIARY COINS.

DISCOUNT PER \$100.	
H'kong 50 cts sub.	\$3 3/8 pm.
10	\$6 7/8 pm.
5	\$38 7/8 pm.
C. coins	9 1/4 pm.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Ten Chowdong, Neehongdong, Yanyee Street, from Shanghai. Kwongshingcheong, from Takow. Kwongwoshing East Des Yoeux, from Amoy. Tongyackhing, from Kobe. Kienfung Co., Yenyeeu Street, from Shanghai. Chuzaing, Woosung West Street, from Shanghai. Wadato, from Tokio. Manyuewing, from Amoy. Ibarahyakuosuke, c/o Japanese Consulate, from Osaka. 4102, 6671 (Paktat), from Kobe. Abekobe, from Kobe. Cheungnig, Pottinger Street, from Shanghai. Kusanglee, from Shanghai. Nagase, from Osaka. Hongkee (2), from Nagasaki. Retransmitted from Yokohama C. U. Knox c/o Oscanpac, from Chicago. Robert Carter, St. Georges Hotel, from Kobe. Cheechiang Hoshun, West Street, from Shanghai. Fukuwayu, from Kobe.

T. KRING, Superintendent, Hongkong, Sept. 25, 1919.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—
C. A. Bearwolf, from Paris. Flourman, from Sydney. Fullerton c/o American Consul, from New York. H. J. Eddo, American Consul, from San Francisco. Hermfox, from San Francisco. Lancro, from Bandoeng. Shokingink, from London. Tiran Antogero, from Saigon-tandinh. W. Gamble c/o Sailors Home, from Singapore. Wallis, Hongkong Hotel, from London.

D. de H. FARRANT, Superintendent, Hongkong, Sept. 25, 1919.

A USEFUL POLICE.

Corean barbers in Seoul raised their charges by 10 sen on the 1st inst., after obtaining permission from the Police. What a blessing it would be if Japanese barbers, and others who cater to their fellows in various ways, had to obtain the permission of the Police before advancing their prices. But perhaps the Police here have enough power as things are.—*Kobe Herald*.

NOTICES.

YOUR TELEPHONE!

THE OPERATORS AT CENTRAL ARE READY TO SUPPLY YOU WITH QUICK SERVICE. HELP THEM AND YOURSELF BY OBSERVING THE FOLLOWING SIMPLE RULES:—

WHEN CALLING. SPEAK SLOWLY AND DISTINCTLY WHEN GIVING YOUR NUMBERS TO THE OPERATORS.

EMPHASIZE THE FIVES AND THE NINES WHEN ANSWERING. ANSWER PROMPTLY AND SAY WHO YOU ARE.

DON'T LET YOUR COOLIE ANSWER FOR YOU.

THE CHINA & JAPAN TELEPHONE & ELECTRIC COMPANY LIMITED.

CIGARS CIGARS

JUST ARRIVED FROM HOLLAND A CONSIGNMENT OF

"FLOR DE ROELOFS"

FIRST CLASS DUTCH CIGARS

Apply for quotations and samples sole Importers

"TRANSMARINA" Trading Company Hotel Mansions.

UNIVERSAL IMPORT & EXPORT CO.,

GENERAL COMMISSION AGENTS.

行洋森寶

(Hotel Mansions, Top Floor)

P. O. BOX 348.

UNIMPEX COY. HONGKONG.

MONTBAU-PARIS, FRANCE.

"VIBOTYP" TYPEWRITER

Ideal for travellers. A machine that you can always have in your pocket. Given away at \$18.00 and \$20.00 each. Now exhibited at "The Victoria Printing Press."

Distributed by U. I. & E. Co.

Codes Used:—A. B. C. 5th Edition, A. Z. French Edition.

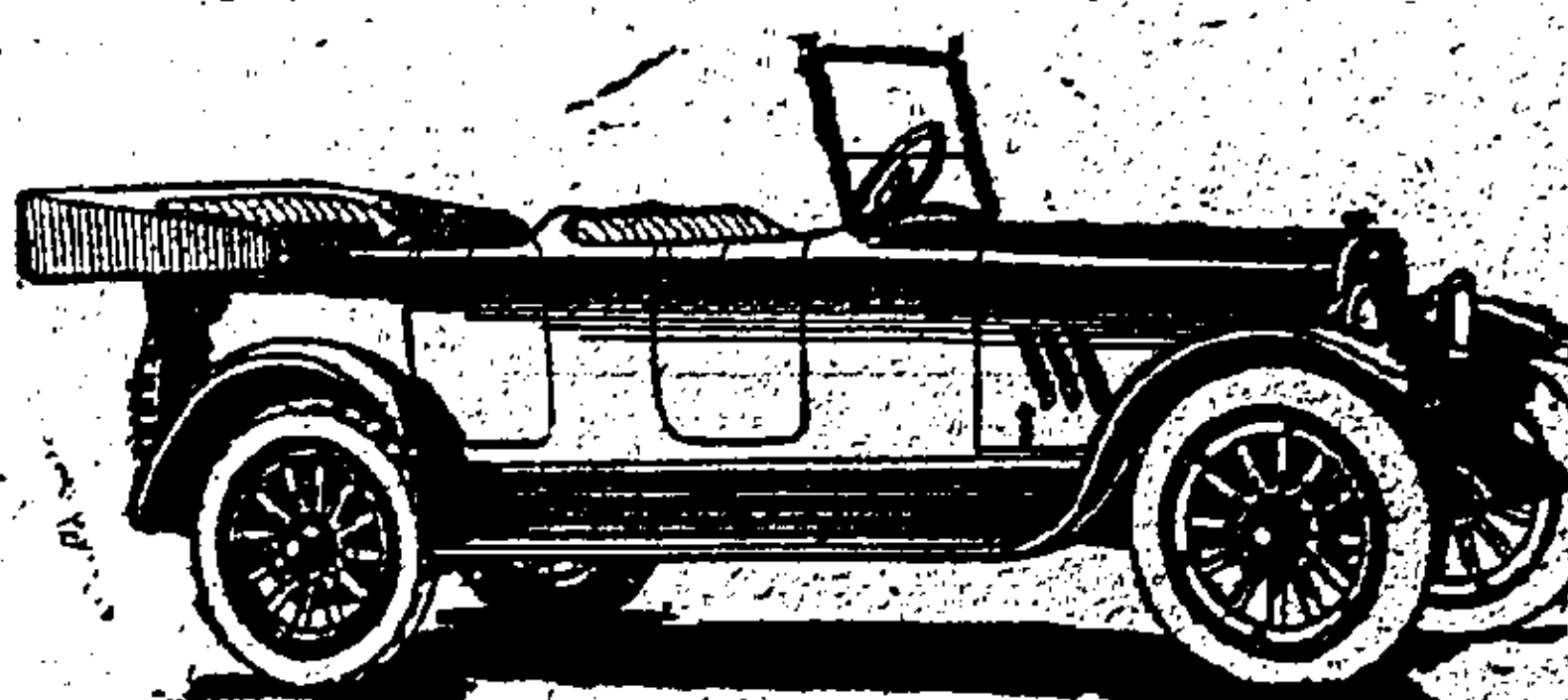
M. Y. SAN & Co., Ltd.

Manufacturers of "Bee Brand" Biscuits & Candies



HEAD OFFICE:—Nos. 82-100 Queen's Road, Central, Hongkong. FACTORY:—Nos. 141-145 Wanchai Road, Hongkong. BRANCHES, Manila, Singapore, Shanghai & Canton, China.

CHEVROLET



LOWEST PRICED ELECTRICALLY EQUIPPED CAR IN THE WORLD.

SOLE AGENTS.

W. R. LOXLEY & Co.

PICTORIAL SUPPLEMENT

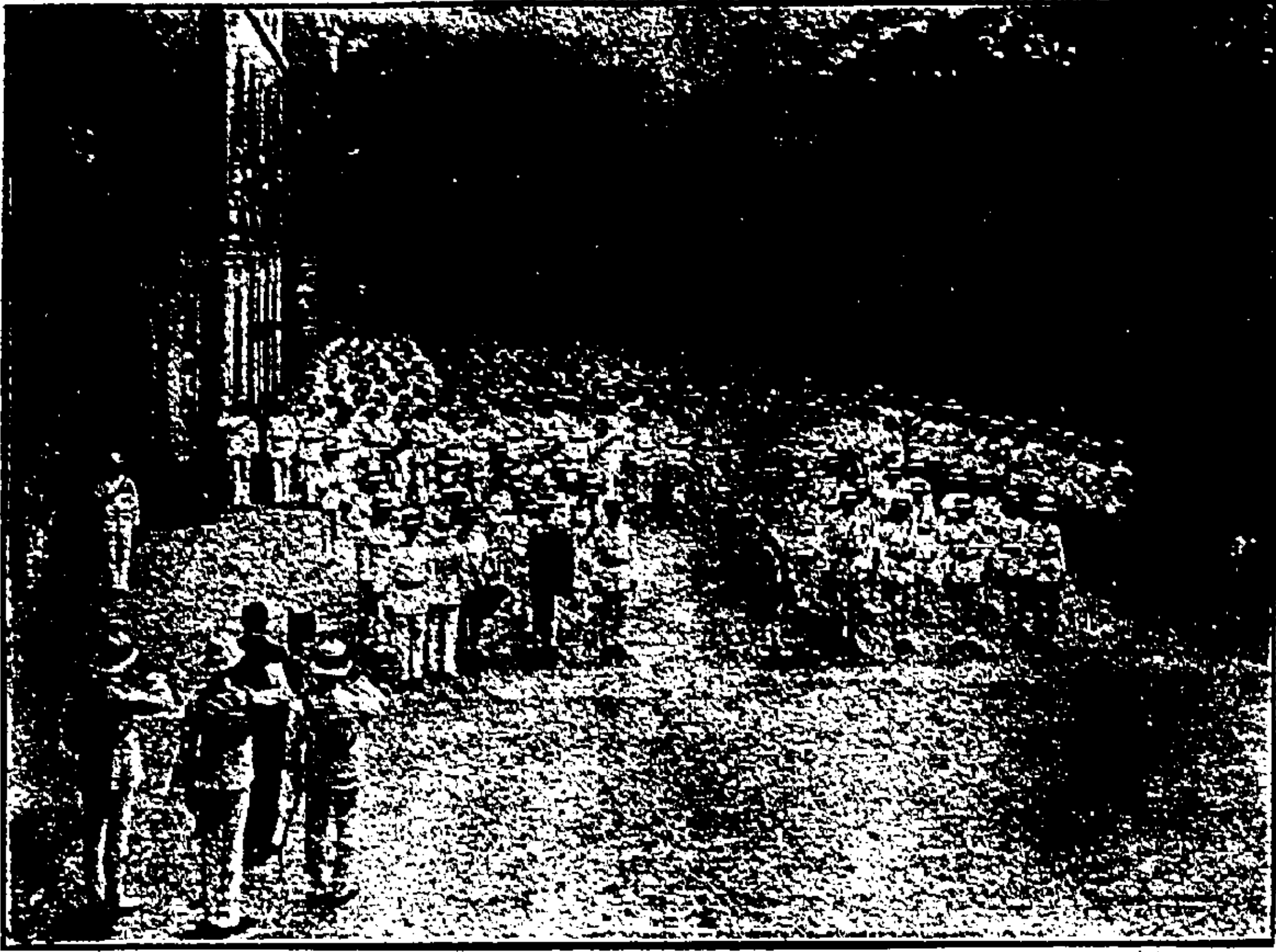


Photo: Mee Cheong.

Farewell Parade of the Hongkong Police Reserve.

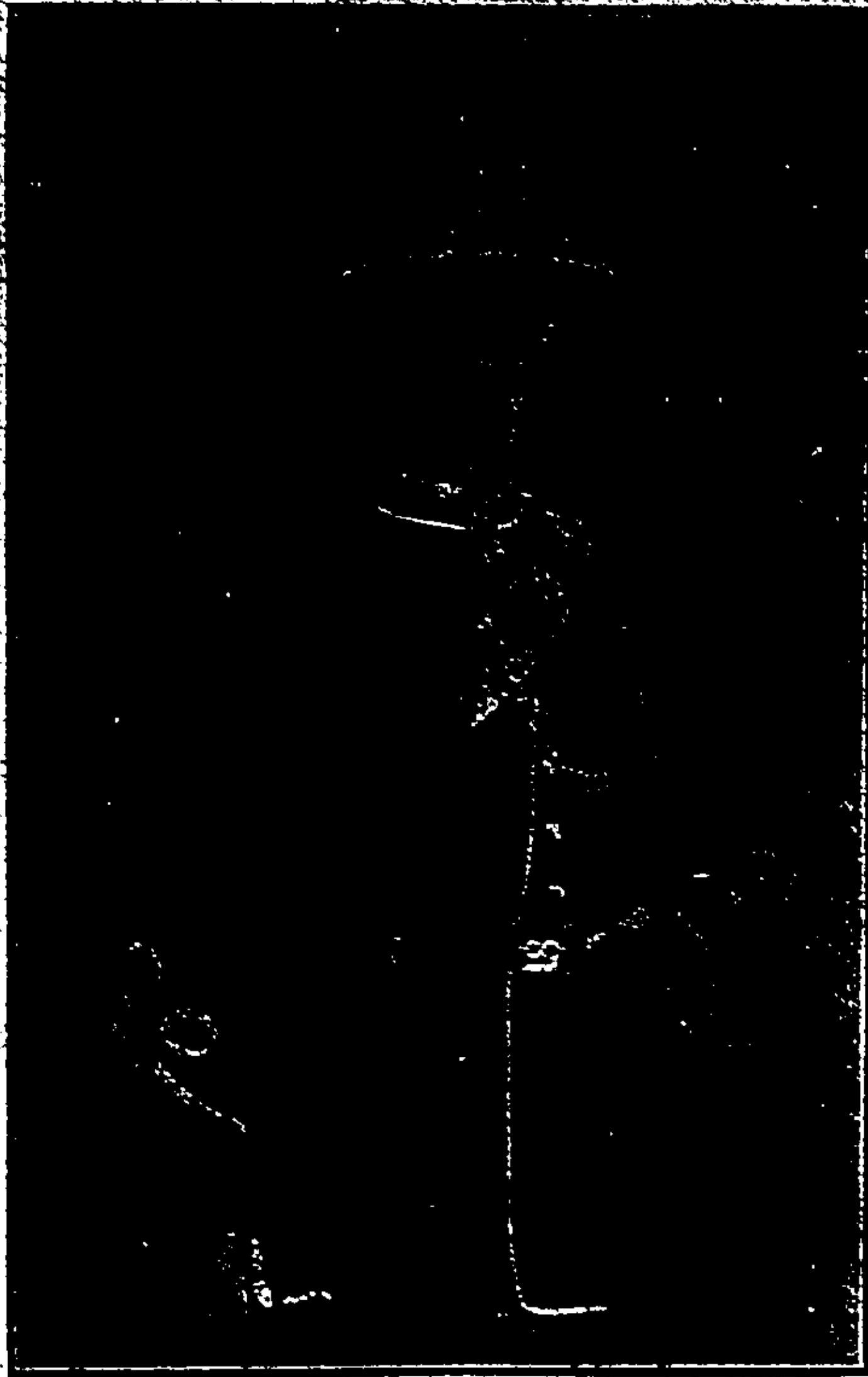
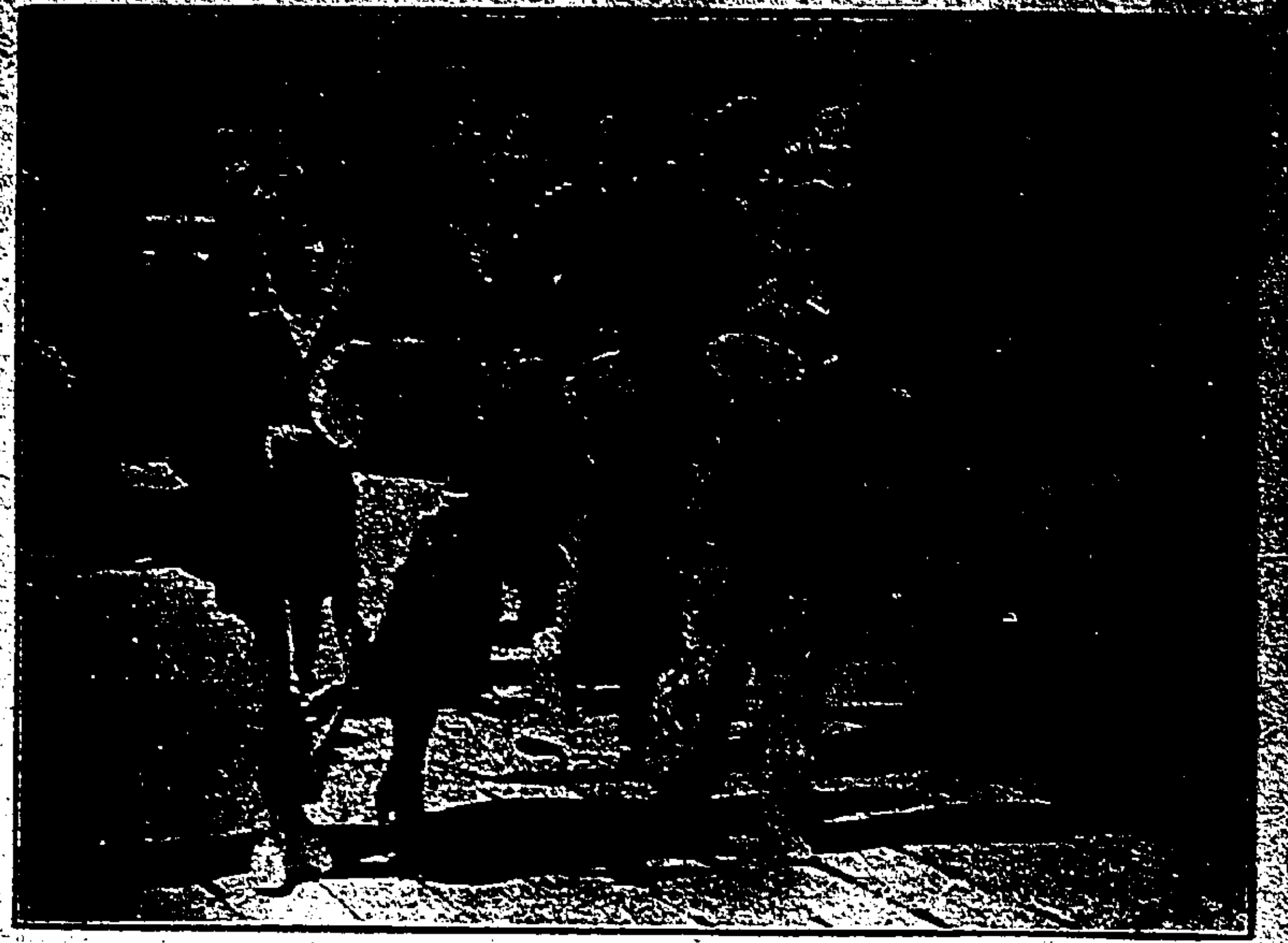


Photo: Mee Cheong.

The Late Inspector Neil Lamont.



Latest picture of the Queen of Spain, with her sons, the Prince of Asturias and the Infante D. Jaime.

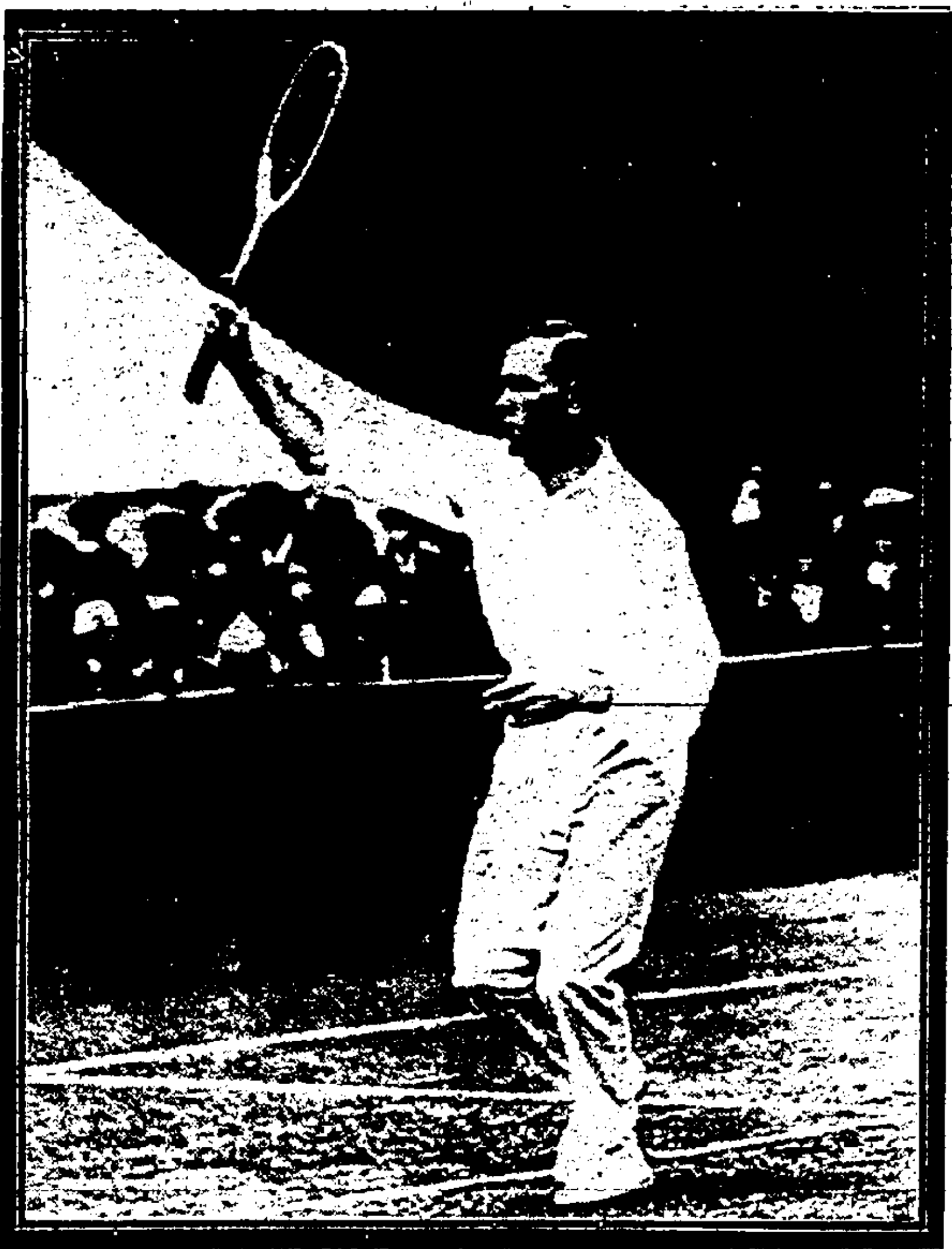


Photo: Underwood & Underwood.

G. L. Patterson, winner of the World's Gents' Singles Championship at Wimbledon.



Photo: Underwood & Underwood.

Philippine Scouts team of expert riflemen who journeyed to America to compete with nation's best marksmen on the Caldwell, N.J. Rifle Range. Officers in Back Row, left to right: Capt. I. F. Costello, Capt. B. F. Nickerson and Capt. Per Ramee.



Photo: Underwood & Underwood.

The above picture shows Alfred Schulz and Alwin Grothe, who are said to have revealed von Hindenburg's retreat to General Pershing. Reports say they were high in von Hindenburg's confidence. They were taken direct to Washington on arrival in America.



One of the secret "stills" seized in America under the Prohibition Act.



Photo: Underwood & Underwood.

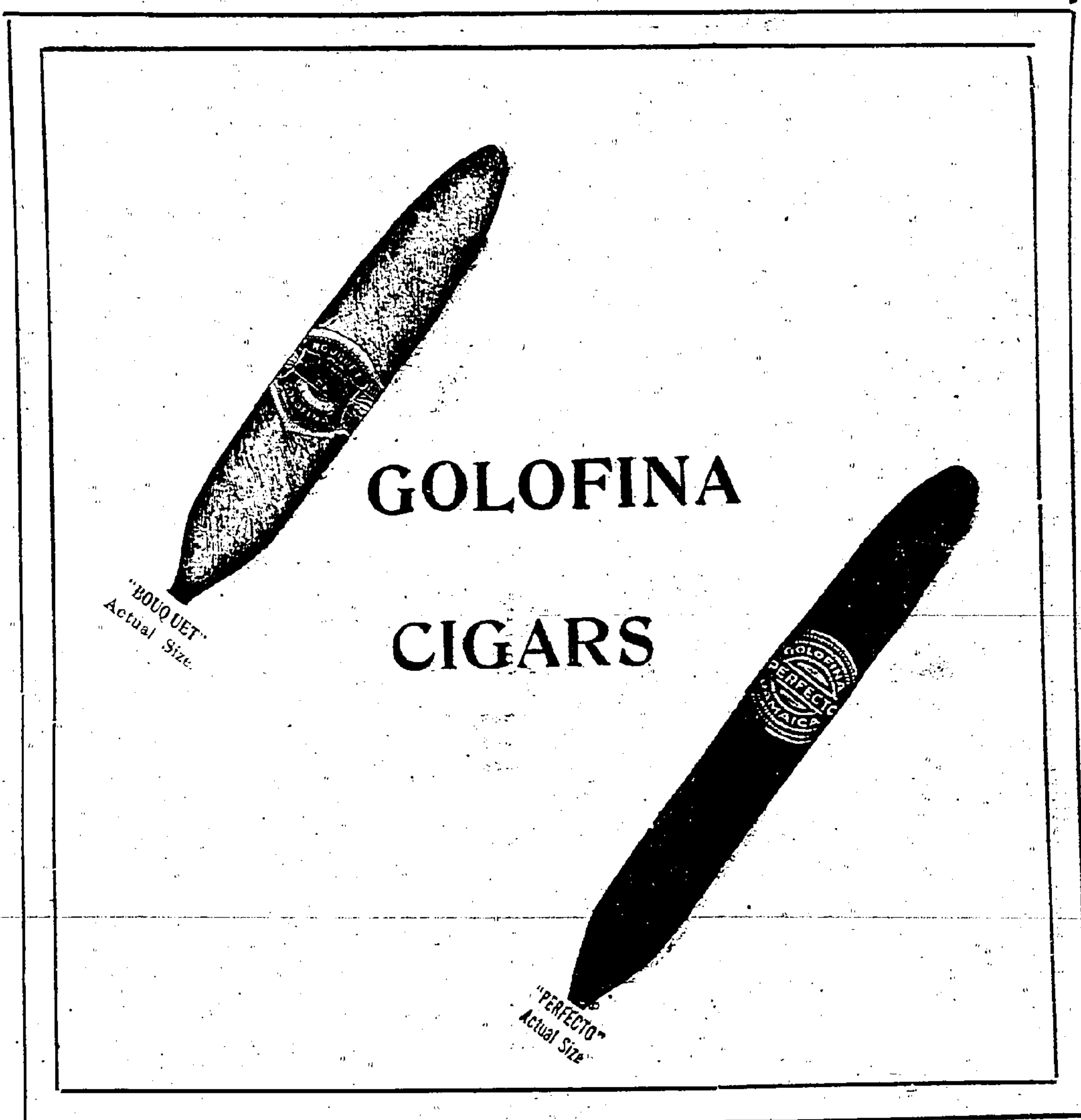
Some of the American-born children of Italian parents who are leaving for Italy.

HIGH GRADE

AND ALREADY THE MOST POPULAR SMOKE

IN

HONGKONG.



PRICES.

WE WISH TO ANNOUNCE THAT THESE HIGH CLASS CIGARS CAN NOW BE OBTAINED AT ALL STORES AT THE FOLLOWING PRICES:—

PERFECTOS.— \$8.00 per box of 50 Cigars

\$4.00 " " " 25 "

.20 per piece.

BOUQUET FINOS.— \$3.00 per box of 25 Cigars.

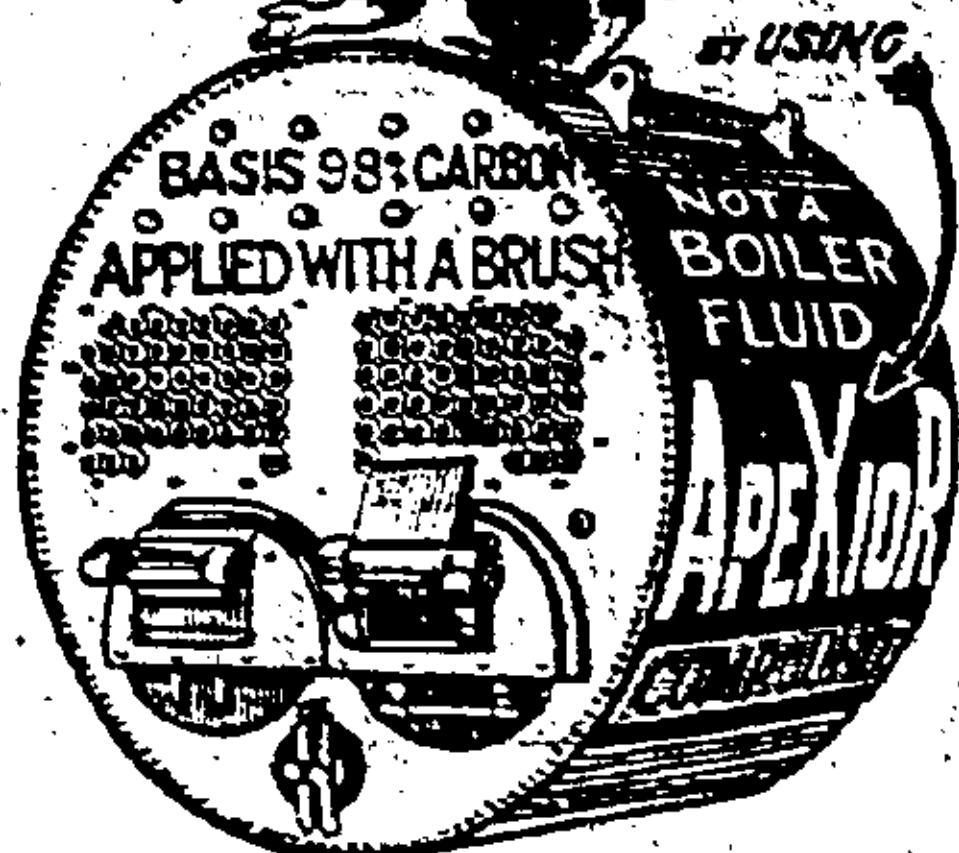
.15 per piece.

MADE IN JAMAICA.

NOTICES.

APEXIOR

Absolutely
Stops and Prevents Corrosive Pitting
and the Adhesion of Hard Scale.



No Heat Retardation. No Zinc Plates needed
in Boilers treated with this compound!!

The only known Efficient Preventative of Cor-
rosion in Marine Steam Turbines.

In use by the—
BRITISH, U.S.A., FRENCH, ITALIAN, JAPANESE
ARGENTINE AND CHILIAN NAVIES.

Also—
Cunard, Orient, Allan, C.P.R., Johnston, Atlantic Transport, Union
Castle, Elder Dempster, Commonwealth and Dominion, Anglo-
American Oil Co., Hudson Bay Co., Pacific Steam Navigation
Company, Lamport & Holt, Knight, Leyland, Brocklebank, John Cockrell,
Line, Nippon Yusen Kaisha, and practically all important Steam-
ship Companies.

Agents for Hongkong & South China

THE EASTERN ASBESTOS COMPANY,
QUEEN'S BUILDING, CHATER ROAD, HONGKONG.

NOTICE

Yorkshire
Insurance Co.
Limited.

ESTABLISHED 1884.

The Undersigned AGENTS
for the above Company are
prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.
AGENTS.

COMMERCIAL NEWS.

GERMANS AND FREE TRADING.
The German Commercial Travellers' Association has issued a
manifesto declaring interference
with the sacred rights of free
trading will be a crime against
the common weal.

SOUTH AFRICAN COAL
INDUSTRY.

The quantity of coal exported
last year was 1,208,000 short tons
(of 2,000 lbs.), valued at £1,033,000,
as compared with 855,000 short
tons, worth £337,000, in 1913.
Many new markets have been
found for South African coal
during the war, considerable
quantities having been sent last
year to Argentina and Uruguay,
as well as to the British East
Indies and Egypt, though con-
signments to Portuguese East
Africa fell off considerably. On
the other hand, less coal for
bunkering purposes was shipped
last year—viz., 1,276,000 short
tons, as against 1,452,000 tons in
1913, although increased prices
caused the value to rise from
£1,052,000 to £1,906,000.

INVENTION AND INDUSTRY.

One of the most interesting
meetings which has been held for
many years in connection with
the reform of the laws relating to
patents was that convened by the
British Scientific Products ex-
hibition, which was presided over
by Lord Moulton. As one of the
speakers remarked in comment-
ing on the attitude of the daily
press towards inventors, the sub-
ject is perhaps of far more im-
portance than the Irish question,
or some of the other topics to
which considerable space is
devoted in the columns of the
lay press. It was
possibly as the outcome of
this criticism that our London
papers gave a fairly long report
of the discussion which largely
turned upon the amendments re-
quired in the bill now passing
through Parliament. It was a
little unfortunate that this debate
was mainly focussed on obtain-
ing better terms for inventors.
As was pointed out by Lord
Moulton, the object of legislation
in connection with inventions—
the majority of those patented
being worthless—is not to protect
the inventor, but to ensure that
the taking out of a patent does
not act as a restriction on in-
dustrial enterprise.

A BAKER'S VIEW OF RUSSIA.
What do the European groups
which had invested heavily in
Russian securities before and
during the war think of Russia's
financial outlook? This is the
in which the matter was presented
to its shareholders by the
management at a recent meeting
of the British Bank for Foreign
Trade. The shareholders will
recognise the inadvisability of
realising our Russian holdings at
prevailing quotations and they
will also see that dividends can-
not be distributed until the
capital value of such securities
is re-established. Newspaper
accounts of Russian affairs lay
stress upon the terrible civil
conflict which afflicts the people.
Nevertheless, the fighting appears
to be confined to forces number-
ing hundreds of thousands at
most, and returning travellers
speak of millions of peasants and
industrial workers who are
pursuing their normal activities.
Opinion in this country is
divided as to whether interven-
tion or non-intervention is
desirable. Many merchants and
traders lately arrived here
tell me that Lenin and Trotsky
are ready to acknowledge
Russia's external indebtedness,
and to discuss plans for the re-
sumption of payment of interest.
Gen. Kolchak has given formal
undertakings which are entirely
satisfactory to British bond-
holders. If British statesmen are
to influence the course of events
in a foreign state so distraught
Russia is to-day, I imagine that
British interests would be best
served by endeavouring to stand
by Russia, when the fighting
ceases.

NOTICE

PEAK TRAMWAYS CO. LTD.

TIME TABLE	WEEK DAYS	Every 15 min.
1.30 p.m.	1.45 p.m.	2.00 p.m.
2.15 p.m.	2.30 p.m.	2.45 p.m.
3.00 p.m.	3.15 p.m.	3.30 p.m.
3.45 p.m.	4.00 p.m.	4.15 p.m.
4.30 p.m.	4.45 p.m.	5.00 p.m.
5.15 p.m.	5.30 p.m.	5.45 p.m.
6.00 p.m.	6.15 p.m.	6.30 p.m.
6.45 p.m.	7.00 p.m.	7.15 p.m.
7.30 p.m.	7.45 p.m.	8.00 p.m.
8.15 p.m.	8.30 p.m.	8.45 p.m.
9.00 p.m.	9.15 p.m.	9.30 p.m.
9.45 p.m.	10.00 p.m.	10.15 p.m.
10.30 p.m.	10.45 p.m.	11.00 p.m.
10.45 p.m.	11.00 p.m.	11.15 p.m.
11.00 p.m.	11.15 p.m.	11.30 p.m.
11.15 p.m.	11.30 p.m.	11.45 p.m.
11.30 p.m.	11.45 p.m.	12.00 p.m.

NIGHT CARS.	
8.30 p.m.	2.00 p.m.
8.50 p.m.	2.20 p.m.
9.10 p.m.	2.40 p.m.
9.30 p.m.	3.00 p.m.
9.50 p.m.	3.20 p.m.
10.10 p.m.	3.40 p.m.
10.30 p.m.	4.00 p.m.
10.50 p.m.	4.20 p.m.
11.10 p.m.	4.40 p.m.
11.30 p.m.	5.00 p.m.
11.50 p.m.	5.20 p.m.
12.10 p.m.	5.40 p.m.
12.30 p.m.	6.00 p.m.
12.50 p.m.	6.20 p.m.
1.10 p.m.	6.40 p.m.
1.30 p.m.	7.00 p.m.
1.50 p.m.	7.20 p.m.
2.10 p.m.	7.40 p.m.
2.30 p.m.	8.00 p.m.
2.50 p.m.	8.20 p.m.
3.10 p.m.	8.40 p.m.
3.30 p.m.	9.00 p.m.
3.50 p.m.	9.20 p.m.
4.10 p.m.	9.40 p.m.
4.30 p.m.	10.00 p.m.
4.50 p.m.	10.20 p.m.
5.10 p.m.	10.40 p.m.
5.30 p.m.	11.00 p.m.
5.50 p.m.	11.20 p.m.
6.10 p.m.	11.40 p.m.
6.30 p.m.	12.00 p.m.
6.50 p.m.	12.20 p.m.
7.10 p.m.	12.40 p.m.
7.30 p.m.	1.00 p.m.
7.50 p.m.	1.20 p.m.
8.10 p.m.	1.40 p.m.
8.30 p.m.	2.00 p.m.
8.50 p.m.	2.20 p.m.
9.10 p.m.	2.40 p.m.
9.30 p.m.	3.00 p.m.
9.50 p.m.	3.20 p.m.
10.10 p.m.	3.40 p.m.
10.30 p.m.	4.00 p.m.
10.50 p.m.	4.20 p.m.
11.10 p.m.	4.40 p.m.
11.30 p.m.	5.00 p.m.
11.50 p.m.	5.20 p.m.
12.10 p.m.	5.40 p.m.
12.30 p.m.	6.00 p.m.
12.50 p.m.	6.20 p.m.
1.10 p.m.	6.40 p.m.
1.30 p.m.	7.00 p.m.
1.50 p.m.	7.20 p.m.
2.10 p.m.	7.40 p.m.
2.30 p.m.	8.00 p.m.
2.50 p.m.	8.20 p.m.
3.10 p.m.	8.40 p.m.
3.30 p.m.	9.00 p.m.
3.50 p.m.	9.20 p.m.
4.10 p.m.	9.40 p.m.
4.30 p.m.	10.00 p.m.
4.50 p.m.	10.20 p.m.
5.10 p.m.	10.40 p.m.
5.30 p.m.	11.00 p.m.
5.50 p.m.	11.20 p.m.
6.10 p.m.	11.40 p.m.
6.30 p.m.	12.00 p.m.
6.50 p.m.	12.20 p.m.
7.10 p.m.	12.40 p.m.
7.30 p.m.	1.00 p.m.
7.50 p.m.	1.20 p.m.
8.10 p.m.	1.40 p.m.
8.30 p.m.	2.00 p.m.
8.50 p.m.	2.20 p.m.
9.10 p.m.	2.40 p.m.
9.30 p.m.	3.00 p.m.
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10.10 p.m.	3.40 p.m.
10.30 p.m.	4.00 p.m.
10.50 p.m.	4.20 p.m.
11.10 p.m.	4.40 p.m.
11.30 p.m.	5.00 p.m.
11.50 p.m.	5.20 p.m.
12.10 p.m.	5.40 p.m.
12.30 p.m.	6.00 p.m.
12.50 p.m.	6.20 p.m.
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7.10 p.m.	12.40 p.m.
7.30 p.m.	1.00 p.m.
7.50 p.m.	1.20 p.m.
8.10 p.m.	1.40 p.m.
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9.10 p.m.	2.40 p.m.
9.30 p.m.	3.00 p.m.
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8.10 p.m.	1.40 p.m.
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6.50 p.m.	12.20 p.m.
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7.30 p.m.	1.00 p.m.
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8.10 p.m.	1.40 p.m.
8.30 p.m.	2.00 p.m.
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9.10 p.m.	2.40 p.m.
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6.50 p.m.	12.20 p.m.
7.10 p.m.	12.40 p.m.
7.30 p.m.	1.00 p.m.
7.50 p.m.	1.20 p.m.
8.10 p.m.	1.40 p.m.
8.30 p.m.	2.00 p.m.
8.50 p.m.	2.20 p.m.
9.10 p.m.	2.40 p.m.
9.30 p.m.	3.00 p.m.
9.50 p.m.	3.20 p.m.
10.10 p.m.	3.40 p.m.
10.30 p.m.	4.00 p.m.
10.50 p.m.	4.20 p.m.
11.10 p.m.	4.40 p.m.
11.30 p.m.	5.00 p.m.
11.50 p.m.	5.20 p.m.
12.10 p.m.	5.40 p.m.
12.30 p.m.	6.00 p.m.
12.50 p.m.	6.20 p.m.
1.10 p.m.	6.40 p.m.
1.30 p.m.	7.00 p.m.
1.50 p.m.	7.20 p.m.
2.10 p.m.	7.40 p.m.
2.30 p.m.	8.00 p.m.
2.50 p.m.	8.20 p.m.
3.10 p.m.	8.40 p.m.
3.30 p.m.	9.00 p.m.
3.50 p.m.	9.20 p.m.
4.10 p.m.	9.40 p.m.
4.30 p.m.	10.00 p.m.
4.50 p.m.	10.20 p.m.
5.10 p.m.	10.40 p.m.
5.30 p.m.	11.00 p.m.
5.50 p.m.	11.20 p.m.
6.10 p.m.	11.40 p.m.
6.30 p.m.	12.00 p.m.
6.50 p.m.	12.20 p.m.
7.10 p.m.	12.40 p.m.
7.30 p.m.	1.00 p.m.
7.50 p.m.	1.20 p.m.
8.10 p.m.	1.40 p.m.
8.30 p.m.	2.00 p.m.
8.50 p.m.	2.20 p.m.
9.10 p.m.	2.40 p.m.
9.30 p.m.	3.00 p.m.
9.50 p.m.	3.20 p.m.
10.10 p.m.	3.40 p.m.
10.30 p.m.	4.00 p.m.
10.50 p.m.	4.20 p.m.
11.10 p.m.	4.40 p.m.
11.30 p.m.	5.00 p.m.
11.50 p.m.	5.20 p.m.
12.10 p.m.	5.40 p.m.
12.30 p.m.	6.00 p.m.
12.50 p.m.	6.20 p.m.
1.10 p.m.	6.40 p.m.
1.30 p.m.	7.00 p.m.
1.50 p.m.	7.20 p.m.
2.10 p.m.	7.40 p.m.
2.30 p.m.	8.00 p.m.
2.50 p.m.	8.20 p.m.
3.10 p.m.	8.40 p.m.
3.30 p.m.	9.00 p.m.
3.50 p.m.	9.20 p.m.
4.10 p.m.	9.40 p.m.
4.30 p.m.	10.00 p.m.
4.50 p.m.	10.20 p.m.
5.10 p.m.	10.40 p.m.
5.30 p.m.	11.00 p.m.
5.50 p.m.	11.20 p.m.
6.10 p.m.	11.40 p.m.
6.30 p.m.	12.00 p.m.
6.50 p.m.	12.20 p.m.
7.10 p.m.	12.40 p.m.
7.30 p.m.	1.00 p.m.
7.50 p.m.	1

